

# AMERICAN RAILROAD JOURNAL

## STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

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### American Railroad Journal.

Saturday, September 4, 1852.

#### Extension of our Railway System.

The railroads of the United States which, up to the present time, have been constructed apparently without reference to each other, are now rapidly assuming the symmetrical proportions of a regular system, embracing the whole country. This great system is to be made up of the subordinate ones of the several States. Thus far, each State has been occupied by a system particularly adapted to its wants, and based upon its leading commercial town. Many of these subordinate systems are already united, and the lines are now in progress and far advanced toward completion, which will stamp upon the whole a national character, and add vastly to the usefulness and value of all our roads.

The roads of all the Atlantic States north of N. Carolina, are already united by connecting lines. At Wilmington an hiatus occurs, which separates the northern roads from the extensive systems of South Carolina, Georgia and Alabama. This link will in a year or more be supplied, so that within that time, the traveller may go (by steam) from the eastern part of Maine to New Orleans, by the in-

land route; by railroad to Montgomery, Ala., and thence by steamboat to New Orleans. Roads are in progress which will constitute other lines, but the above is noticed as the one coming first into operation.

The roads of the two great natural divisions of the country, the Atlantic slope of the Alleghanies and their connecting ranges, and the Mississippi valley, are to be still earlier united. By the first of November next, the Lake Shore road from Buffalo to Cleveland, Ohio, will be opened, thus connecting the roads of that State with those of the east; and by the first of January, the roads of Indiana, Michigan and Illinois, will be joined to those of Ohio. A traveller will then be able to go by railroad, from all the leading Atlantic cities, to Chicago, Ill., Terre Haute and Lafayette, Ia., and Louisville and Lexington, Ky. In all of 1853, the Mississippi river will be reached at Rock Island, by the Rock Island and Chicago road, if not by other lines.

It will be readily seen that the fusing of all our railroads into one grand system must add vastly to their revenues, their value and influence, and to the volume of our internal and foreign commerce. But we cannot yet begin to appreciate the extent of this increase. As far as the more distant portions of the country are concerned, our roads have been thus far distinct and isolated lines, dependent upon local traffic for their revenues. From the numerous breaks in their continuity, they have been much less used for transportation of merchandise than for travel. Up to the present time, our rivers and canals have monopolised the carrying trade of the interior. The country watered by the Mississippi and its branches has used that river as its avenue to and from market; that bordering on the great lakes, the Erie canal and the St. Lawrence. The freight business of our roads has thus far been entirely local. The only completed line of road making important connections, and which has been some years in operation, that leading from Albany to Buffalo, was restricted by the State from the carriage of freight. These restrictions, though no longer existing, have not been removed a sufficient length of time to develop the real capacity of this line for through business. The same may be said of the Erie road, and the line from Boston to Ogdensburg, they having only recently been opened. As far as the internal commerce of

the country, therefore, is concerned, our railroads have played no part, except to develop and accommodate the local traffic of the section traversed.

The closing up of our isolated, and hitherto unconnected roads, into one grand system, will not only constitute an era in the internal improvement history, but in the commerce of the country. It will liberate commerce from bondage to the old and inconvenient routes, and allow it to follow in whatever direction the demand may exist with equanimity. As far as through commerce is concerned, our railroads are in the same condition as would be a system of canals, completed, but into which water had not been turned. This commerce has grown up and reached its present magnitude without the aid of railroads. When we take into consideration the present extent of this commerce, and the vastly greater facilities that railroads will afford to it, than any yet existing, its future magnitude, as well as the increased earnings of our railroads, must be beyond all calculation. These statements are not extravagant anticipations, but sober statements of facts.

Our canals and rivers have, of necessity, monopolised the carrying trade of the country up to the present time. The use of them involved the entire suspension of all movement of merchandise between the interior and the seacoast, for at least four months in the winter season, during which they are closed by ice. The inconvenience and loss arising from this cause will be readily appreciated by all. Every branch of business is affected by it, and the almost entire suspension of traffic in an important branch of the business of the country operates as a very serious drawback upon its prosperity. We may form the best idea of the extent of this evil, by imagining the consequences that would result from the entire suspension of business on our railroads for an equal length of time.

The evil referred to is soon to be removed, by the extension of our railroads into the great interior basin of the country. By the first day of January, 1853, the city of Chicago will have uninterrupted railroad communication with New York. Produce accumulating at that point can then be forwarded to market, to suit the demand; instead of lying embargoed there for four months, subjecting the holders to all the losses arising from change of prices, deterioration of the staple, cost of warehousing, insurance, loss of interest, etc., etc. So with mer-

chanise imported for domestic consumption. Instead of six months' stock, which merchants are compelled to purchase, they will be able to make the daily additions needed, and dispense with a large amount of capital which is now necessary to carry on business.

To show the influence that railroads are exerting upon the interior trade of the country, we would state what is already a well known fact, that the city of New York now draws no inconsiderable portion of its daily supplies of beef, pork, etc., from northern Illinois, a district of country at least one thousand miles distant. The prices of stock and provisions at Chicago are daily regulated by the price they bear in this city. What is true of the Chicago markets, is equally so of all other districts which have easy access to New York. As soon as the various railroad connections referred to shall be completed, nearly every portion of the United States will be within convenient distance of New York as a market for its great staples.

If, with local traffic alone for support, our roads have been able to show such promising results, what have we not a right to expect, when the connection of the whole with one another, shall secure to the entire system the greatest efficiency and usefulness? Their earnings for the future must certainly vastly exceed those of the past, and must for a long time, till competition shall bring down the rates of fare, cause railroad investments to be the most profitable of any that are being made among us.

#### Wabash and Erie Canal.

We have received the semi-annual circular of the Trustees of the Wabash and Erie canal, "exhibiting the proceedings of the board, the revenues and condition of the canal, and the general progress of the work," from December 1st, 1851, to July 1st, 1852. At the first named date the cash on hand amounted to \$170,540 42. The receipts during the six months were \$197,361 98, making a total of \$367,902 40. The disbursements during the same period amounted to \$229,183 29, leaving July 1st, 1852 a balance on hand of \$138,719 11.

We also find in this table statements of receipts from various sources during the six months ending on the 1st of July last, "as compared with the same period of time of the previous year." From these statements it appears that the amount received from "tolls and water rents," from November 1st, 1850, to July 1st, 1851, was \$88,262 35, while from November 1st, 1851, to July 1st, 1852, it was \$98,880 73; also, it appears that the amount received during the six months of the previous year, from the sale of lands was \$118,708 69, and that the amount received from the same source, during the last six months, was \$135,506 48.

"The canal has been in good navigable order since its opening, and has been exempt from breeches. Up to this date the use of it has been uninterrupted by any casualty. The spring was late, and it was not until near the first of May that the thro' navigation was fairly resumed."

In the month of May, the Trustees had a conference with a delegation, composed of leading and intelligent business men from the several towns on the line of the canal, on the subject of tolls, and the result was, (with the advice and consent of the Ohio Board of Public Works,) a reduction from the rates previously established, equal to 33 per cent., to take effect on the first day of June last.

It will be seen that, notwithstanding this large reduction in rates, the business of the month of June, just closed, exhibits an increase of revenue over the same month of last year. The Trustees anticipated that the revenues of the present year might fall short of those of last year in consequence of the reduction, but they had no doubt that the revenues of future years would be increased. They desire to reduce the burthens of transportation as low as they can with safety, looking to the increase of business and revenue.—*Cin. Price Current.*

#### Louisiana.

**Public Works under the new Constitution.**—The following are the clauses in the new constitution of Louisiana, in reference to extending state aid to public works:—

Art. 108. The state shall not subscribe to the stock of, nor make a loan to, or pledge its faith for the benefit of any corporation or joint stock company, created or established for banking purposes, nor for other purposes than those described in the following article:

Art. 109. The legislature shall have power to grant aid to companies or associations of individuals formed for the exclusive purpose of making works of internal improvement, wholly or partially within the state to the extent only of one-fifth of the capital of such companies, by subscription of stock or loan of money or public bonds; but any aid thus granted shall be paid to the company only in the same proportion as the remainder of the capital shall be actually paid in by the stockholders of the company; and in case of loan such adequate security shall be required as to the legislature may seem proper. No corporation or individual association receiving the aid of the state as herein provided, shall possess banking or discounting privileges.

Art. 110. No liability shall be contracted by the state as above mentioned, unless the same be authorized by some law for some single object of work, to be distinctly specified therein, which shall be passed by a majority of the members elected to both houses of the general assembly; and the aggregate amount of debts and liabilities incurred under this and the preceding article, shall never at any one time exceed the sum of eight millions of dollars.

Art. 111. Whenever the legislature shall contract a debt exceeding in amount the sum of one hundred thousand dollars, unless in case of war; to repel invasion or suppress insurrection, they shall, in the law creating the debt, provide adequate ways and means for the payment of the current interest, and of the principal when the same shall become due.

And the said law shall be irrevocable until principal and interest are fully paid and discharged, or unless the repealing law contain some other adequate provision for the payment of the principal and interest of the debt.

The following are the provisions for establishing a board of public works:—

Art. 130. There shall be a board of public works, to consist of four commissioners. The state shall be divided by the legislature into four districts, containing as nearly as may be an equal number of voters, and one commissioner shall be elected in each district by the legal voters thereof, for the term of four years; but, of the first elected, two, to be designated by lot, shall remain in office for two years only.

Art. 131. The general assembly, at its first session after the adoption of this constitution, shall provide for the election and compensation of the commissioners and the organization of the board. The commissioners first elected shall assemble on a day to be appointed by law, and decide by lot the order in which their terms of service shall expire.

Art. 132. The commissioners shall exercise a diligent and faithful supervision over all public works, in which the state may be interested, except those made by joint stock companies. They shall communicate to the general assembly from time to time, their views concerning the same, and recommend such measures as they may deem necessary, in order to employ to the best advantage and for the purposes for which they were granted, the swamps and overflowed lands conveyed by the U. States to this state. They shall appoint all officers engaged on the public works, and shall perform such other duties as may be prescribed by law.

Art. 133. The commissioners may be removed by the concurrent vote of a majority of all the members elected to each house of the general assembly; but the cause of the removal shall be entered on the journal of each house.

Art. 134. The general assembly shall have power by a vote of three-fifths of the members elected to each house, to abolish said board, whenever in

their opinion a board of public works shall no longer be necessary.

#### Journal of Railroad Law.

##### DAMAGES IN CASE OF ACCIDENT.

In the case of *Morse, vs. the Auburn and Syracuse railroad company*, the Supreme Court of the State of New York, last year, adjudicated upon a point concerning which most, if not all, of the standard Treatises upon the Law of Evidence are silent.

A passenger in the cars of the Syracuse railroad was severely injured in consequence of a collision between the cars and an engine, which ran into the train while standing on the track, by reason of the negligence of the agents of the company.

On the trial of the action brought by the passenger against the railroad company to recover compensation for the injury he had sustained on that occasion, the Judge charged the jury that in estimating the plaintiff's damages, they had a right to take into consideration the bodily pain and suffering he had sustained in addition to loss of time and pecuniary expenses, and compensate him therefor.

To this charge the counsel for the defendant excepted, and requested the Judge to instruct the jury that they must not give exemplary damages to the plaintiff unless satisfied that the defendants had acted wantonly and maliciously,—or had been guilty of negligence of such a degree as is equivalent to malice.

The Judge refused to modify his charge as requested,—although he admitted that as an abstract proposition the doctrine of defendant might be correct. Yet it was deemed inapplicable to the case in hand,—as he regarded the damages claimed by the plaintiff for the bodily suffering which he had sustained, not as *exemplary* but as *compensatory* damages.

On review, the Supreme Court hold the preceding charge to have been correct.

##### CROSSING MILL-PONDS.

The Supreme Court of Massachusetts have recently held in the case of *White, vs. the South Shore railroad company*, that the proprietors of a railroad are responsible for the damages occasioned by the construction of their road through and across a mill-pond authorised by the Legislature to be built in a navigable river, although in erecting the dam for raising such a pond, the proprietors thereof have not complied with the conditions of the Act by which they were empowered to construct their pond.

The proprietors of the pond had the right to freely use and enjoy the same until prevented from so doing by due process of law.

##### EVIDENCE IN CASE OF LOSS OF LUGGAGE.

The much mooted question as to how far the evidence of the owner of lost luggage is admissible on the trial of an action brought for recovering the value thereof, has been lately examined in the Supreme Court of Ohio, in the case of *Shaw, vs. the Eastern railroad company*, 20 Ohio Reports 319.

The Court held that the owner of a trunk is a competent witness in a suit brought by him against a common carrier for its loss, to prove the contents of the trunk, and their value;—and also that the evidence of the wife of the owner of the trunk is admissible to prove the same facts;—the wife often being better acquainted than her husband with the contents of his travelling trunk.

The Court, however, observed that the admissibility of such evidence does not extend further than



to the proof of such articles as are commonly carried in a travelling trunk.

The following decisions are confirmatory of the doctrine above laid down.

Romand vs. McGill and others, 3 Barr's Pennsylvania reports 451. Herman, vs. Drinkwater, 1 Greenleaf's Maine reports 27. Clark, vs. Spencer 10 Watts Pennsylvania reports 335. Dughan, vs. Rogers, 6 Watts and Sergeants Pennsylvania reports 500. Crane, vs. Whitesell, 8 Watts and Sergeant's Pennsylvania reports 369. This doctrine is also favored in 1 Greenleaf's Evidence 416, and in Story on Bailments 345.

The Supreme Court of *Massachusetts*, however, have laid down the contrary doctrine, in 12 Metcalf's reports 44.

In the *State of New York* we can find no reported decision on the subject.

In *Michigan* a person losing luggage is, by *Statute*, permitted to testify to his loss, but he cannot in such case, unless corroborated, recover more than \$150.—*Laws of Michigan of 1850, page 307.*

#### American Credits.

We took occasion not long since to correct some of the erroneous views of the English press in reference to the financial condition of this country, as far as our public works were concerned. We now find in the *London Chronicle*, a letter from its Philadelphia correspondent, in which he gives the following reasons why a financial revulsion is not to be expected, from any fancied resemblance of our present condition to that of 1835, '36 and '37.

So far from the symptoms of the present day resembling the forerunning events of the panic of 1837, or that of 1841, they appear to me to be in most instances precisely the reverse. But let us examine the matter.

Prior to 1837, there had been immense speculations of all kinds—an inflation unmatched since the days of John Law, in France, and all based upon a paper currency.

At the present time the currency, in its more minute details, is chiefly metallic, and there is no such extraordinary inflation; and if the value of real property be high, it is owing to peculiarity of location, or otherwise based on a sound prosperity, against which the doubtful character of a few western railroad stocks (if they be doubtful), cannot and ought not to weigh for a moment. They will have no influence on the general prosperity of the country.

Prior to 1837, the excess of imports over exports was enormous, considering the amount of international trade then transacted. For example:

In 1834 the imports were \$126,521,332 in value; the exports, \$104,336,973—showing an excess of imports over the exports amounting to \$22,184,359.

In 1835, the imports were \$149,895,742; exports, \$121,693,577; excess of the former, \$28,202,165.

In 1836 the imports were \$189,980,035; the exports, \$128,663,040; excess of the former, \$61,316,995.

Even in 1837, the great panic year, the excess of imports over exports was \$23,560,801.

Then the imports and exports drew near to a balance; yet in 1839, prior to a second but smaller panic in 1840 and '41, the imports were \$162,092,132, and the exports only \$121,028,416. And, as if to show the then very feverish condition of things, in 1840 the tables were turned, and the exports actually exceeded the imports by \$26,766,059.

I may here add that in the above exports the re-exportation of foreign goods was comparatively small—say from \$7,000,000 to \$11,000,000.

So much for the condition of the foreign trade prior to the panics of 1837 and '41.

Now is there anything like that condition of things at the present time? Certainly not.

In 1848 the exports were \$154,036,436, of which \$21,132,315 were foreign. The imports were \$154,998,128.

In 1849 the imports were \$147,857,439; the exports, \$132,666,925.

In 1850, the imports of the United States were \$178,138,318; the exports, \$151,898,820; of which the re-exported foreign goods were only \$14,951,508.

Last year, 1851, the imports were \$223,405,272; the exports were \$217,523,201; of which the foreign re-exports were a little over \$20,000,000.

This I call a very wholesome condition of foreign commerce, as compared with the enormous over imports prior to the panic of 1837.

And here another fact should be noted, which contributed to the panic of 1837. For several years grain had been imported largely into the United States, and such was the rage for speculation that the land was not duly cultivated. The cotton planters, then almost universally bought all their provisions, instead of as now, producing large quantities of them on their plantations.

At the present time the United States is a great grain exporting country.

At that time, to pay for those imports, as well as to pay the interest and dividends of state, bank, R. R., and other bonds and shares, this country was literally drained of specie, both gold and silver, nothing but \$1, and \$2 notes in circulation for small change, both gold and silver at a high premium.

Is that the case now? No, quite the contrary. The excess of imports is very moderate; the dividends and interest on shares and bonds are comparatively moderate. Instead of the country being drained of the precious metals, I am within bounds when I state that \$50,000,000 to \$70,000,000 a year is a fair average receipt of gold from California, not half of which is exported in payment of goods and bond and share interests and dividends. Instead of small money being paper it is gold, and to such an extent that in several states banks are not allowed to issue notes of a smaller denomination than \$5. It is so in Pennsylvania.

In proof of this look only for a moment at the low rate of interest in America at the present time, from 4 to 8 per cent per annum only as a range. Prior to 1837, it ranged from 15 to 40 per cent per annum. Does this contrast show anything like an approaching panic?

Prior to 1837 there was an immense movement in land speculations, banks, corporations and even individuals buying, or agreeing to buy, and mortgaging their hundreds of thousands of acres in the west. Now the very contrary is the case. The house of Representatives has just passed a bill granting lands to the states for schools and railroad purposes, and people more than suspect that at no distant period free farms will be given by the government to actual settlers. Who speculates in public lands now? It is not as prior to 1837, when western traders bought land in place of paying their creditors in the eastern cities, thereby entailing ruin on all parties by their almost criminal folly.

It is said in the *London papers* alluded to that the banks have extended their discounts enormously. It is positively not so. But three weeks ago there were \$17,000,000 of specie in the vaults of the N. Y. banks, and an unusually large amount in those of this city. The banks are very careful in discounting on any thing but the best paper. For good names money goes begging, but names that are not good can get no discounts at all.

Surely the increase of population—from 16,000,000, in 1835-6-7, to about 25,000,000 at the present time, should weigh somewhat in the balance, to account for increased and increasing trade, and railroads especially when an immigration of about a million in three years must have brought in a vast amount of specie, while the country has been greatly enriched by the labor and skill of these adopted citizens.

The above is a very correct and sensible view of the case. In 1835 we hardly began to develop our resources. The western had not then even begun to be exporting states. The public works which now stimulate production, by opening avenues to market, were not then in operation. How is it now? These states furnish a large amount of what constitutes the basis of our foreign commerce. The following table copied from the U. S. census of 1850, shows the amount of production of the arti-

cles of wheat and Indian corn in the leading western states for that year,

	Population.	Bushels.
Ohio .....	1,980,408	74,755,816
Indiana .....	988,416	59,513,038
Illinois .....	851,470	66,613,248
Kentucky .....	980,405	61,107,551
Tennessee .....	1,002,625	53,776,333
	5,803,324	315,765,986

averaging about 54½ bushels to the inhabitant.

Nearly the whole of this vast development dates from 1835. All our agricultural interests has advanced in equal ratio. Never in the history of this country was there such a plethora of every thing that constitutes *wealth*, as at the present time. For years past, all our great supplies have been produced in unusual abundance, and added to these, is a vastly increased stock of the precious metals. If we are to have a financial crisis, it certainly cannot happen for the present, from the lack of *wealth*.

#### Illinois and Wisconsin Railroad.

The corporators and stockholders, under the charter of the Illinois and Wisconsin railroad, have elected the following board of directors: John P. Chapin, Wm. Jones, John M. Wilson, John H. Dunham, Charles V. Dyer, Daniel Elston, Amos Page, of Chicago; Wm. Sloan, Woodstock, Ill.; John B. Macy, Fond du Lac; A. Hyatt Smith, Janesville, Wis.; James W. Baldwin, Boston, Mass.; Philip Dater, New York city; Robert J. Walker, Washington, D. C. Subsequently, Wm. Sloan, of McHenry county, was elected President.

The Chicago Tribune gives the following account of the condition and objects of the above road, with its connecting line, the Rock River Valley Union railroad company.

The Illinois and Wisconsin railroad is the southeastern connection of the Rock River Valley Union railroad, and the two roads are one in fact, though prosecuted under different charters. The Rock River Valley Union railroad company is authorized, by several acts of the Legislature of Wisconsin, which constitute its charter, to construct a railroad from the boundary line between the States of Illinois and Wisconsin, to Janesville, and from that point by two branches, the one running to Fond du Lac on Lake Winnebago, and thence to Lake Superior, the other from Janesville to Madison, thence to the Falls of St. Croix, by the way of La Crosse and Willow river, thus traversing the most productive parts of the State of Wisconsin, embracing a country unsurpassed in fertility of soil and mineral wealth, the road being more than one thousand miles in length, and the charter containing every power necessary or convenient to carry it into effect. There is also another charter known as the Southern Wisconsin railroad, under which a company has been organized for the purpose of building a road from Janesville to Dubuque, on the Mississippi, on the same gauge as that of the Rock River Valley Union railroad, and the road when built in connection with the Rock River Valley Union railroad, and the Illinois and Wisconsin railroad, will furnish a shorter route with lighter grades, from the Mississippi river, opposite Dubuque, than can be had by any other proposed route.

The Rock River Valley Union railroad company, towards the construction of their road, have purchased and paid for 11,019 tons of railroad iron—have expended in the purchase of cars, locomotives, buildings, grading, etc., about \$350,000, and will have from 30 to 35 miles, extending from Fond du Lac southward, in running condition during the coming fall—the rail for which is now being landed at Green Bay. Among other stock purchased, part of which has already been delivered, the remainder to be delivered this fall in season to be forwarded through the lakes, are seven locomotives, one of which is now at Fond du Lac, and the others en route for this city, to be used on the Illi-

nois and Wisconsin road. The whole of the road from Fond du Lac to the Illinois State line (about 107 miles) is under contract with Bradley & Co., who are to do all the work, and furnish all the materials, except the rails, chairs, and spikes, for a single track, at an average cost of \$7,500 per mile—the whole estimated cost of the road without furniture is \$12,500 per mile—and with furniture, \$17,500 per mile. In the whole length of the line, there is no grade exceeding 30 feet to the mile. The gauge adopted by the company is six feet, which in all probability will be the general gauge in Wisconsin, excepting the Milwaukee and Mississippi railroad. It is proposed that when the Illinois and Wisconsin railroad is built to the State line of Wisconsin, and the Rock Island Valley Union railroad shall also be completed to the same point, the two roads shall be stocked together, one being almost entirely dependent upon the other, and their interests identified. This is deemed desirable for both. The Rock River Valley Union railroad company propose to loan to the Illinois and Wisconsin railroad company as much iron as can be put down this year, say from 25 to 30 miles, and also as many of their locomotives and cars as may be necessary for the operating of the road this season. The Illinois and Wisconsin company are authorised by their charter, granted by the Legislature of this State, to build a road from the Wisconsin boundary on the north line of McHenry county, passing through Woodstock to Chicago, and the charter contains all the necessary powers and privileges. Under this charter a company has been organised to construct a railroad over the line above mentioned, and a contract has been made with Messrs. Bradley, Page & Co., the contractors of the Rock River Valley Union railroad, to construct this road from Chicago to the State line, a distance of 68½ miles.

The grades of this road are to be similar to those of the Rock River Valley Union railroad, viz: 30 feet to the mile, and like the other road is to be made up of straight lines with few curves, and those of large radii, the first 30 miles from Chicago being an air line. Arrangements are now perfected for the building of 30 miles from Chicago in a northwest direction, the coming fall, provided the season will possibly permit. It is estimated that the cost of the grading, masonry and bridging of the first 30 miles will not exceed \$3,000 per mile.

#### Mineral Point Branch Railroad.

This is the name of a railroad proposed to be built from Mineral Point, in Iowa county, Wisconsin, to a point on the Galena Branch of the Illinois Central railroad, west of Freeport. The charter under which the road is to be built, is one extremely liberal, the distance is between twenty-six and thirty-two miles, and the grades thought to be easy, by those who have made an examination.

Messrs. Silas Woodman and Jno. Bracken, of Mineral Point, commissioners of the Mineral Point road, were in our city on Wednesday, to consult with gentlemen connected with the Illinois Central and Chicago and Galena roads, in reference to their branch. The estimated expense is about \$400,000, of which \$100,000 has been subscribed by the citizens of Iowa county, and they seek assistance in this city, to which the new work will contribute an immense trade.

Mineral Point is the centre of the Mineral region of Wisconsin; a region probably richer in lead and copper together than any other part of the world, but also one of the most beautiful agricultural districts in the Western States.

The amount of lead mineral raised in the two counties of Iowa and Lafayette, last year, was about 400,000 pigs, and with the stimulus that a railroad would give to the business of mining, it would soon increase to twice that amount. It may safely be calculated that in the first season the two counties would send off, by railroad, 400,000 pigs, or 14,300 tons of lead. Besides lead, there are millions of tons of zinc lying upon and near the surface, which are now useless, for the want of fuel to smelt it. As soon as the proposed railroad is opened, and the coal fields of Illinois reached, there will be a demand for from five to ten thousand tons of coal, for smelting purposes, which will give a very large business to the railroads in return freights.—*Chicago Tribune.*

#### Opening of the Buffalo and New York City Railroad.

The crowning work on this road was the completion of the "Portage" bridge over the Genesee river. The principal dimensions of this gigantic construction, one of the largest works in timber ever produced, we have already given. It spans the great chasm worn by the Genesee river through the solid rock in the neighborhood of the Portage falls; the gorge itself is about 500 feet wide, but owing to the sloping of the eastern bank the bridge elevated over it is continued a further length of 300 feet more, before it strikes the same level as on the western bank. The bed of the river is of slate, and from it 8 piers of solid masonry 80 feet in length in the direction of the stream and 12 feet thick rise to the height of thirty feet. On the platform of each of these piers rest 15 standards of timber extending from top to bottom, a distance of about one hundred and ninety feet, and six compound beams reaching about half way up. These standards are composed of timbers about 40 feet in length. Each wooden pier has a base of 75 in length in a direction, across the line of the bridge, and rises pyramically so that the length of its section at the top is about 25 feet. The uprights are bound firmly together, by five sets of ties at right angles to the sides of the bridge, and the entire system of piers are bound by ties running the length of the bridge. This skeleton is filled up by a net work of braces, bolted together throughout by iron bolts and straps. There is no tenon or mortise in the whole structure and it is so constructed that any timber can, if found to be defective, be taken out and replaced without weakening it in any appreciable degree. On the tops of the piers the bridge is laid composed of timber braced together and rising so that the track is about 14 feet higher than the tops of the wooden pier. The structure is computed to be able to sustain a weight 20 times greater than that of any train that will probably be run upon it. The total height of the roadway above the bed of the river is 234 feet, and as about one hundred feet farther down the river there is a fall of sixty feet, the depth as viewed from the bridge is over three hundred feet.

The first locomotive and train passed over the bridge on 14th August, and the opening was celebrated on the 24th August. Crowds came in from the adjoining county on foot, on horseback, and in various vehicles during the morning of the day, and the number was swelled by the arrival of large trains of cars from both the East and West. At one o'clock 10,000 persons had assembled. Among the persons present were Gov. Hunt; Ex Lieut. Gov. Patterson; Benjamin Loder, President of the New York and Erie railroad, and Chas. Minot, Superintendent of the same; and also the officers of the Buffalo and New York City railroad—R. H. Haywood, President; B. Bayley, Vice President; R. Pomeroy, Secretary; Col. S. Seymour, Engineer and Superintendent; Geo. B. Chase, and others of the board of directors.

A superb banquet was given on the occasion, at which a mammoth ox weighing 3,600 lbs. presented by Geo. B. Chase figured. Over three thousand persons partook of the repast. A number of speeches were made, we copy the remarks of Gov. Hunt from the Tribune.

"The New York and Erie railroad stands pre-eminent among railroads—it is the longest line in the country. Its triumphant success has led to the construction of numerous branches. Such a work has brought us together to-day. I have always contemplated achievements of this kind with peculiar interest, and I should be glad to speak at some

length on this subject, but to-day I can but glance at some of the benefits arising from this source.—By these achievements the value of every production is increased; they even give greater value to every tree of the forest. They give new value and life to the people of the country; they bring men nearer together and wear away prejudices.

"To day we have seen the greatest obstacles overcome in the wonderful triumphs of art before us. We have seen that no valley is so sequestered, no spot so rural, but its repose is startled by the locomotive's whistle. What we have here seen must convince us that there may be new worlds yet to be conquered; but it shows us that nothing is impossible. We have to day witnessed trains of cars passing through the air crowded with hundreds of human beings.

"The sublime scenery around us is familiar to me. The days of my childhood and youth were passed amid these everlasting hills. Then I had no idea of seeing anything higher than the tall pines which covered their summits. No one then thought of seeing these hills spanned by bridges, the deep ravines leaped across by the iron horse, and the canal winding through these gorges"—[Or that Washington Hunt would be Governor of the State of New York,] shouted a voice from the crowd—"No, no," added the Governor, "and had any one been bold enough to have predicted either of these events, he would have been called some wild dreamer, worthy of a lunatic asylum."

The Governor alluded to the Board of Directors and others who had been chiefly instrumental in accomplishing this great work, as individuals worthy of being regarded public benefactors. (Cheers for Haywood.) "I see with me, to-day, one who has overcome almost insurmountable obstacles to railroads—Benjamin Loder, who placed himself behind a steam engine and never stopped until he carried himself to Lake Erie; but how under heaven he got there, I don't know. [Applause.]

"Our Canals, too, are of great service to our State; but, gentlemen, you must excuse me from talking about the canals to day. I have already detained you too long. [Cries of no, no, go on.]—In conclusion let me add, I trust this spirit of improvement will be cherished and these achievements extended until all parts of the country are accommodated."

Mr. Haywood, the president of the road, was then called on, and after a few observations called on Mr. Loder of the Erie. Mr. Loder remarked:

"What little I have to say can be soon told. I almost feel that this railroad is a part of the Erie road. It has the same wide gauge, and the same contractors have been engaged on each. In 1845 came on a portion of the New York and Erie railroad. Then there were but five or six other railroads in this State. Now in the United States there are 12,000 miles completed, and 12,000 miles more in process of construction. Those already completed have cost from three hundred and fifty to four hundred millions of dollars. Thirty thousand miles of railroad will be seen in this country by those who live in 1860.

"Many of these achievements have been made by the State of New York. I am proud that I am a native of the Empire State. The mighty West—that great storehouse of wealth, is rapidly extending its resources. We want railroads and canals to bring their productions to us, and to return to them the stores of the East. To-day New York and Buffalo are united with a road of six foot gauge.—Already we begin to feel that we are a part of that flourishing city."

The celebration passed off with great spirit, and the work is well worthy a visit. The bridge and the sublime natural scenery in its vicinity will make Portage a place of popular summer resort.

#### Massachusetts.

**Hampden Railroad.**—The following gentlemen have been elected directors of the corporation:—James Fowler, A. Post, Thomas Ashley, J. R. Rand, H. B. Smith, H. Harrison, William G. Bates, Ira Yeamans, Caleb Alden of Westfield, A. L. Plympton of Southwick.



## Steel Manufacture in India.

We extract from Prof. Royle's lecture on the great exhibition of 1851, contained in Silliman's Journal, some account of the process of manufacturing steel in India.

The Hebrew name of steel, *paldah*, is evidently the same word as the Arabic *foulad*, which is also in use in Persia, where Indian steel is known by the name of *foulad-i hind*. Even now the best Persian swords are made with steel imported from India, and Mr. Wilkinson has ascribed the markings of the famed Damascus blades to their having been made with Indian steel, which has long formed an article of trade from Bombay to the Persian Gulf.

Mr. Heath, at one time the managing director of the India Iron and Steel company, and whose steel obtained a prize at the exhibition, even says, "We can hardly doubt, that the tools with which the Egyptians covered their obelisks and temples of porphyry and syenite with hieroglyphics, were made of Indian steel." There is no doubt that the ancient Indian temples and fortresses were carved with steel instruments, as they are at the present day. That they made steel which was highly valued in the time of Alexander the Great, is evident from Porus making him a present of about thirty pounds of steel; and still earlier, in the Rig Veda, we read of chariots armed with iron weapons, of coats-of-mail, arms and tools of different kinds and of bright edged hatchets.

Mr. Heath describes the ore used as the magnetic oxyd of iron, consisting of seventy-two per cent of iron with twenty-eight of oxygen, combined with quartz, in the proportion of fifty-two of oxyd to forty-eight of quartz. It is prepared by stamping, and then separating the quartz by washing or winnowing. The furnace is built of clay alone, from 3 to 5 feet high, and pear-shaped; the bellows is formed of two goat skins, with a bamboo nozzle, ending in a clay pipe. The fuel is charcoal, upon which the ore is laid, without flux; the bellows are applied for four hours, when the ore will be found to be reduced; it is taken out, and while yet red hot, it is cut through with a hatchet, and sold to the blacksmiths who forge it into bars and convert it into steel. In an old account which I possess, written on the spot, apparently in Mysore, it is said, that one pound and a half of iron is heated lower than red heat, and then beaten for about three minutes with a stone hammer on a stone anvil, experience having taught them, they say, that instruments of iron ruin the process. Mr. Heath says that the iron is forged by repeated hammering, until it forms an apparently unpromising bar of iron, from which an English manufacturer of steel would turn with contempt, but which the Hindoo converts into cast steel of the very best quality. To effect this he cuts it into small pieces, of which he puts a pound more or less, into a crucible, with dried wood of the *Cassia auriculata*, and a few green leaves of *Asclepias gigantea*; or, where that is not to be had, of the *Convolvulus laurifolia*. The object of this is to furnish carbon to the iron.

As soon as the clay used to stop the mouths of the crucibles is dry, they are built up in the form of an arch in a small furnace, charcoal is heaped over them, and the blast kept up without intermission for about two hours and a half, when it is stopped, and the process considered complete. The furnace contains from twenty to twenty-four crucibles. The crucibles are next removed from the furnace and allowed to cool; they are then broken and the steel taken out. The crucibles are formed of a red loam, which is very refractory, mixed with a large portion of the charred husk of rice.

Mr. Heath, after remarking the astonishing fact that the Hindoos had discovered the way of making steel at such early periods, refers to Mr. Mushet's discovery of converting iron into cast steel by fusing it in a close vessel, in contact with any substance yielding carbonaceous matter, and then to that of Mr. Mackintosh, of converting iron into steel, by exposing it to the action of carburetted hydrogen gas in a close vessel at a very high temperature, by which means the process of conversion is completed in a few hours; while by the old method it was the work of from fourteen to twenty days. Mr. H. observes:—

"Now, it appears to me that the Indian process

contains the principles of both the above described methods; on elevating the temperature of the crucible containing pure iron and dry wood and dry leaves, an abundant evolution of carburetted hydrogen gas would take place from the vegetable matter, and as its escape would be prevented by the luting at the mouth of the crucible, it would be retained in contact with the iron, which at a high temperature appears from Mr. Mackintosh's process to have a much greater affinity for gaseous than for concrete carbon; this would greatly shorten the operation, and probably at a much lower temperature than even the iron in contact with charcoal powder. In no other way can I account for the fact that iron is converted into cast steel by the natives of India in two hours and a half, with an application of heat that in this country would be considered quite inadequate to produce such an effect; while at Sheffield it requires at least four hours to melt blistered steel in wind furnaces of the best construction, although the crucibles in which the steel is melted are at a white heat when the metal is put into them, and in the Indian process the crucibles are put into the furnace quite cold."

By such simple methods the Hindoo prepared steel, which has long formed an article of commerce from the west of India to the Persian Gulf, and there is every probability of its being used in larger quantities if it were easily procurable in sufficient quantities, as manufacturers here have expressed a desire to employ it. In the arms which we have exhibited, as well as in the edges and points of the tools, we see its admirable fitness for the fabrication of all cutting instruments.

Among the arms we have a display of such as would appear to belong to different ages of the world but which are actually in use in India at the present day; such as chain and scale armor, both for man and horse, helmets and shields, spears, battle axes, bows and arrows, with daggers in every variety. Some of these display in a remarkable manner their skill as cutlers; as for instance, the sword formed of two blades, and another in which pearls are let into the centre of its blade; and still more in the daggers contained one within another, all of hard steel, with the line of junction so beautifully welded as to be hardly perceptible even with a magnifying glass, so also in the dagger, which on striking separates into five blades, as these are most nicely brought into juxtaposition. The twisting of gun-barrels and the damasks of their blades of steel have been imitated in all countries. These beautiful specimens have been sent chiefly by the native princes of the northwest of India from Puttala to Scinde, as well as from the central government of Hyderabad.

## Altoona.

The Harrisburg Telegraph referring to the Pennsylvania railroad, gives an account of Altoona, a place located since the commencement of the road, but which is destined to become one of the largest towns in the interior of the state.

It is situated on the summit of the ridge between the Little and Big Juniata, about 132 miles from Harrisburg, and 117 from Pittsburg. Its elevation is 1,169 feet above the sea, and 982 feet below the summit of the railroad at the west end of the mountain tunnel. It is here that the heavy grade necessary to ascend the mountain commences, and as this cannot be completed till the winter of 1853, a road branches off six miles to the Mountain house near Hollidaysburg, to intersect with the Alleghany Portage road. The property of the company includes about 43 acres between this branch road and the main line west. On this space is erected a semi-circular engine house of 225 feet in diameter, to contain sixteen engines, and a machine shop of the T form, the stem of which is 420 feet long by 70 feet wide, the wings being each 250 feet long by 51 feet wide. The main building of this large establishment will be partly used for car building and partly for iron work. One wing is used as a foundry, which is already in full operation, making castings for the use of the road. The other wing is a smith shop containing twelve forges, trip-hammer and a punching machine. Included in these wings are also an engine room, wash room, pattern making room, and brass foundry. The engine which is of forty-five horse power, is not surpassed in the superiority of its workmanship, by any in

this country. The forge room is arranged with cast iron forges, with fan blast, and underground flues connecting with a chimney stalk, built with eight points flaring to a circular head at the top, 122 feet in height, the draught being more than is actually required. The roof of the engine house is arched, resting on trusses of wrought and cast iron, and, though exceedingly light is very firm. It is provided with Collins's ventilators to carry off the smoke from the engines.

With these facilities, the company will be enabled to build their own cars and locomotives, and do all their own work, and when it is considered that the buildings just described form but one-half of the design to be carried out eventually, some idea may be gained of the extent of their improvements.

There are at present in Altoona about 200 dwelling houses, and 32 more are in process of erection. Many additional ones, however, will be required to meet the rapidly increasing demands. Several churches are going up, and arrangements are being made for a copious supply of water from Brush mountain, two and a half miles distant. When the shops are finished and fully manned, the population will probably reach six thousand.

## Illinois.

**Chicago and Alton Railroad.**—In view of the completion of the Chicago and Alton railroad to Springfield, which will be during the present month, the company are making extensive preparations at their workshops in this city for the transit of freight and passengers. The equipment of this section of the road will be in every respect complete, and fully equal in point of finish and style to any in the United States. It embraces ready for service, five passenger cars, two baggage cars, thirty platform cars, forty-four house and freight cars, twenty-five gravel cars, three freight locomotives, and two passenger locomotives.

The walls of the depot at the corner of Fifth and Piassa streets are already up, and the inside work will be finished speedily. This building is made of rough stone, and will be, when completed, a very material improvement to the looks of that portion of our city. Its height is two stories, breadth forty feet, and length one hundred and thirty feet.—*Alton Telegraph*.

**Galena and Chicago Union Railroad.**—The Illinois Central railroad company, which is now building the 4th division of the Galena and Chicago road—viz: from Freeport to Galena—has been forbidden by the corporation of Galena to enter and traverse the city. The company threaten to stop work at a distance of 25 miles, unless the corporation yield. By an amendment to their charter, passed by the last Illinois legislature, the city have also control of Fevre river to its mouth—and as the track crosses the river, just above the city, its recrossing below can be prevented. The Dubuque people understand all this as a conspiracy to prevent the continuation of the Illinois Central to a point on the Mississippi opposite their city.

**The Lake Shore Railroad.**—This work connects Chicago and Milwaukee. Preliminary survey from Milwaukee to the State line completed. Estimated cost, \$14,217 per mile. Estimated cost from Milwaukee to Green Bay, 115 miles, \$1,725,000.

**Belleville and Illinoistown Railroad.**—Hon. Sidney Breese has published an opinion, that this Co. have no power to extend their road in the direction of Terre Haute.—*Burlington Hawkeye*.

## Canada.

**Brantford and Buffalo Railroad.**—The board of directors have passed a resolution authorising the contractor to place a sufficient number of hands upon the work to have the road between Hamilton, C. W. and the Niagara river completed by the 15th of June next. The board have also concluded to contribute \$200,000 towards the extension, to Goderich, of the Brantford and Buffalo railroad.—*Herald*.





## Louisiana.

**New Orleans and Opelousas Railroad.**—We are glad to know that the directors of this company are progressing as rapidly as the nature of things will admit of, with the great work of internal improvement committed to their charge.

Judge John H. Overton, of St. Landry, has been elected president of the company, to fill the place so efficiently occupied by the late lamented Christopher Adams, Jr. We feel assured that his appointment will give universal satisfaction.

The selection of depots opposite the city, has already been made. The grounds belonging to the heirs of Brown, situated nearly midway between Gretna and Algiers, (nearest to Gretna,) have been purchased by the company on which proper depot buildings are to be erected, intended for the accommodation of the 1st and 4th districts. The grounds are spacious and well calculated for the purposes for which they are designed. The price to be paid is forty thousand dollars.

Arrangements have been made and they will no doubt be consummated, for the purchase of the Belleville foundry in Algiers, with a view of converting it into a depot for the accommodation of the 2nd and 3d districts. This property, houses lands and machinery, is held at the price of one hundred and twenty five thousand dollars.

Several corps of engineers will start to-day, from Algiers, for the purpose of determining upon the route to Opelousas. It is expected they will get through their labors by the middle of next month. Other parties are on ahead, engaged in the same work, which, it is thought, may be fully completed by the 1st of October.—*New Orleans Commercial Bulletin.*

**New Orleans, Jackson and Great Northern Railroad.**—The Mississippi papers indicate great enthusiasm in favor of the road along its route. The Aberdeen Independent announces that the chief engineer, Mr. Winchester, in company with Chancellor Cocke and Mr. Kendall, the general agent arrived at that town on the 8th August, having examined the contemplated route between Aberdeen and Canton. Mr. Winchester stated that he had never seen a better route for a road, one that could be built with less per centage over an air line, or would cost less. The surveyors are on the line above Canton, surveying at the rate of two miles and a half per day, and will get there in six or eight weeks. The route will then be surveyed and located, the estimates made, and the whole line offered for contract as soon as it can be done. We understand that the Co. design to build the line from Aberdeen to Canton as speedily as possible, in order to open a channel of communication from the Tombigbee valley to New Orleans, for the transportation of the produce from the former to the latter.

## Railroad Convention.

A large body of railroad men assembled in convention, in this city, on the 24th August, and, we understand, will have another session to-day.—Every road in all this region of the country is represented. The special objects of the convention we are not aware of, though we suppose them generally to be for consultation upon the advancement of the common interests of American railroads, and the reduction to a uniform system of the various details of management.—*Springfield Republican.*

## Antiquities.

The following is taken from the Windsor (Canada) Oak.

In excavating the bank above here, for the Great Western railroad, the men under the charge of Curtiss and Churchill, two of the overseers, found a large number of Indian ornaments, consisting of silver pins, bracelets, amber bead necklaces, etc., also red stone pipes, copper camp kettles, and a variety of articles usually buried with an Indian. The place where these things were found was an Indian burying ground. A great many skulls, bones, and skeletons have been found; doubtless these ornaments were buried centuries ago, with the lords of the soil.

## Tennessee.

**The Brunswick Canal.**—We are informed by a friend just from Brunswick, that about eight miles of the canal from that port to the Altamaha river are already completed, and that the lock at the Brunswick end is going forward rapidly. Our informant has no doubt of the speedy termination of the work. A new bridge is being made at the point where the public road crosses the canal, high enough for the passage of boats. The Ogleshorpe hotel has been completely refurnished and put in the best condition. The Brunswick canal will communicate with that grand reservoir of lumber on the Altamaha and its tributaries. Those forests contain uncounted millions of treasure, and to them the country must look, not many years hence, for the principal supply for ship building and other purposes.—The canal if properly constructed, will eventually, no doubt, do a large business in the transportation of lumber.—*Macon Journal.*

**Nashville and Chattanooga Railroad.**—We are glad to learn that William C. Murdoch, an enterprising contractor on the Nashville and Chattanooga railroad on a large portion of the road between this place and the bridge across Tennessee river, has just effected an arrangement with the president of the road by which he will be enabled to go ahead with his work. Owing to some misunderstanding, Mr. Murdoch suspended operations for two or three weeks, much to his damage and the delay of the work. But the ever vigilant president, Col. Stevenson, came on, and straightened things, and the work is re-commenced under favorable circumstances. The contractor, Mr. Murdoch, who has gained the confidence of the people by his honesty and untiring perseverance, wants to employ several hundred hands immediately.—*Chattanooga Gazette.*

## Indiana.

**Indiana Gauge.**—We are informed by a railroad director that the Eaton and Hamilton, and Cincinnati Hamilton and Dayton railroad companies, will if it becomes necessary for carrying forward with facility the passengers and freight from the Indiana Central railroad and other Indiana railroads, put down one track on the Indiana Gauge from Richmond to Cincinnati. It is believed that the Ohio gauge can be carried to the principal points in Indiana, Logansport and Indianapolis,—but if it is found by experience that it will be desirable to have the Indiana gauge put down from Richmond to Cincinnati, the companies are ready to put down a track of the Indiana gauge.

We are pleased to find that these companies are disposed to accommodate the public by adopting such course as may be found by experience to be required by the general interest of the community and the business of the country.—*Hamilton Intelligencer.*

**Railroad Convention at Warsaw.**—We are gratified to perceive by a circular now before us, that the initiatory steps are about being taken to secure the completion of the Pennsylvania and Ohio railroad direct to Chicago, via Fort Wayne, Warsaw, Plymouth, La Porte and Valparaiso, Indiana. A meeting in reference to the matter has been called at Warsaw, Kosciusko country, Ind., on the 14th proximo, to effect an organization under the general railroad law of that state to complete the Indiana portion of the road. The call is signed by a number of the most wealthy and enterprising citizens of northern Indiana.—*Chicago Tribune.*

## New Hampshire.

**Portsmouth and Dover Railroad.**—A meeting of the projectors of this proposed road was held at the New Hampshire Hotel, Dover, on the 21st August last, Ichabod Bartlett was chosen chairman, and Chas. W. Woodman, clerk. Mr. Atkinson, the engineer who has re-surveyed a part of the line upon that route, which in his opinion is the best and most economical, crossing the river at Knight's Ferry, estimates the cost of the whole road at less than \$200,000. The following gentlemen were unanimously elected directors of the company:—William Hill of North Berwick; Richard Jenness, James P. Bartlett, Portsmouth; Thomas H. Cushing, Charles W. Woodman, Dover.—*Boston Courier.*

## New-York.

**Rochester, Lockport and Niagara Falls Railroad.**

—The earnings of this road for July last, the first month of operation, were, for passengers, \$26,432  
Freight..... 232  
Mail ..... 146

Total..... \$26,830

The freight and mail earnings were only for a week.

**Attica and Olean Railroad.**—A meeting of the citizens of Franklinville was held at the Globe hotel, August 19th, to take such measures as were deemed necessary to secure the location of the Attica and Olean railroad through the Ithaca Valley to intersect the Pittsburg road at Olean. The meeting was organized by the appointment of Pardon J. Jewell as chairman. Wm. Wade and H. E. Green, secretaries.

**Genesee Valley Railroad.**—The directors of the Genesee Valley railroad met at Avon on the 21st August, and after organizing and the transaction of some miscellaneous business, proceeded to fix the location of that section of the road between the village of Avon and Rochester. The subject was fully discussed by representatives of the interests on both sides of the river. It was finally decided to locate that section, as far as the Rapids, about two miles from Rochester, on the East side of the river, that being the shortest route by a mile and a half, and the easiest grade. The contracts will doubtless be soon let on this section of fifteen miles, as proposals had been advertised for early in the season. The board was full with the exception of Messrs. Fitzhugh and Boody.

## Ohio.

**Iron for the Railway from Eaton into Indiana.**—A large quantity of railway iron has been landed at Hamilton, to lay the track from Eaton to Richmond and Newcastle, Indiana. Sufficient has arrived to lay the track from Eaton to Washington, ten miles west of Richmond, and every confidence is felt that the road will be finished to that point before the 1st of December. This will open 100 miles of railway from this city into Indiana, and next year the line to Logansport will be completed—say 200 miles from Cincinnati.

The down train from Eaton, on Wednesday, consisted of 24 cars heavily laden with freight, and several cars this side of Camden were left.—*Cincinnati Gazette.*

**Central Ohio Railroad.**—The annual election for directors of this company took place on the 25th August, at Zanesville, the following gentlemen were elected:

James Raguet, J. H. Sullivan, George James, William Galigher, James L. Cox, S. R. Hosmer and H. J. Jewett, of Muskingum; D. W. Desbrier, of Franklin; G. B. Wright and Thos. Blanchard, of Licking; John Hall, of Guernsey; and Nehemiah Wright and John Welch, of Belmont.

The number of shares of stock voted on was 20,041.

## Greenville and Miami Railway.

The iron for the extension of the railway eleven miles west from Greenville to Union, (there to connect with the Indianapolis and Bellefontaine road,) has been purchased in New York, and is all to be delivered in Dayton in the month of September.—The graduation is more than half completed, and there seems to be no doubt that the work will be completed by the first of November next. The Bellefontaine and Indianapolis road is to be finished to the State line by the same time, and thus a connection will be formed between Cincinnati and Indianapolis by railway, which will enable passengers by this route to perform the trip between these two cities in eight hours. The railway from Terre Haute to Indianapolis is in full operation, and this connection will enable travellers to go from this city to Terre Haute by daylight. For the present season, at least, this route will be the shortest and

quickest between Cincinnati and St. Louis. It must command a very large travel.—*Cincinnati Gazette.*

## American Railroad Journal.

Saturday, September 4, 1852.

### Railroad Securities, and Real Estate Mortgages.

There is a great class possessed of wealth, who are incapacitated from employing it profitably, they have retired from active business, or their age and sex render such pursuits impossible; the necessity arises then for the investment of this capital. The elements most attractive in such investment are large returns and perfect safety, the two stand in relation with each other, and the lender desires it possible their union. With the old fashioned capitalists of the city of New York, it was, and is very popular to put out their money on bond and mortgage on improved and productive city property of an estimated value equal to twice the loan. The security here is real and tangible, the lot and lands are indestructible physically, and the prosperity of the great commercial metropolis in the eyes of the lender is probably equally safe. The house it is true is subject to dangers from the elements and civil tumults, but sometimes, an insurance clause in the mortgage deed secures the lender, and at all events there is the land. But in all loans the ability of the borrower must be taken into account, for this will give him the means to pay the interest regularly and promptly. Not only valuable but productive property is required to ensure this ability. A larger rate of interest was obtained than on the stocks of the general government or the richer states of the Union. These were the leading inducements which influenced New York capitalists of the last generation, to prefer to put money of their own or belonging to those for whom they were acting in any fiduciary capacity, out on bond and mortgage or improved real estate in the city of New York. Now we think all these elements of safety, tangibility, and productiveness, are in an eminent degree united in railroad securities. The New-Yorker loaned money partly on the assurance of the continued prosperity of his city, but the railroad is valuable because of the fertility and agricultural wealth and resources of the country which gives that very city its trade. It would be impossible to run a line of railroad through the broad west at the present time, at any reasonable distance from a competing line without its proving profitable, even if it had to attract the population to itself that was to furnish its way passengers and business. The value of the railroad rests on a broader base than that of a city lot.

It possesses the element of reality—the graded structure of a railroad though assailable by the elements, would take centuries to reduce to such a state that a comparative trifling outlay would not restore it to its original condition, and its iron and wooden track though slowly destructible, is in the heaviest item, consumed, just in proportion to the amount of business which rolls over it. Tell the lender that the iron is wearing away so that in twenty years it must be replaced, and he knows at once that there is a traffic which makes his security as real as it possibly can be.

Productiveness is another element, growing directly out of value, houses in New York pay high rents, but the tenants sometimes run away without paying their quarterly instalments—the tenants of a seat in the cars pay their rent *in cash* and in ad-

vance. It is considered that a gross earning of 10 per cent. is a pretty good tenement interest on the gross value of house and lot, we have seen that the railroads now asking for these loans, are making more than double that return in the form of net earnings. Of course the expenses of the movement of the locomotives and cars must be first deducted, and the replacement of the iron and wooden superstructure, whether included in expenses or not, is but a small item in comparison of these large returns.

The legal remedies are ample and the property in the hands of the new proprietors will be as valuable as in any other. This is a contingency capitalists do not like to view, but a far less proportion of railroads, even the most unfortunate, have been sold under execution than houses and lots by decree of the Chancellor during the period when these N. Y. capitalists made their loans on real estate in this city. We just advert to these leading points to put the subject in a popular light. There are qualities of intrinsic value giving the railroad bond a preference in the eyes of business men, its passing with the ease almost of a bank bill from hand to hand, without the formality of a search to be instituted by a lawyer before the transfer could be effected, the ease with which it can be pledged for the purposes of a temporary loan need hardly be mentioned, they are obvious. The capitalists we have alluded to were exceedingly cautious and careful men, and we may be certain that if we have discovered any mode of investing money as safe as that they were willing to trust, we may go to sleep without any fears for the risk of principal or interest.

### Missouri.

**Pacific Railroad.**—A railroad convention was recently held at Boonville, Mo., at which Gen. W. Shields of Lafayette, was appointed President; and Col. J. M. Ewing of Lafayette, Jordan O'Bryan and J. S. Bell of Cooper, and G. S. Chrisman of Saline county, Vice Presidents; B. C. Clark and B. E. Ferry of Cooper, and J. L. Hardiman of Saline, Secretaries.

A committee was appointed to prepare an address to the Pacific railroad company, which was adopted by the convention, as were resolutions to the effect, that, the location of the Pacific railroad, through the counties of Cole, Moniteau, Cooper, Saline, Lafayette and Jackson, making Jefferson city, the cities of Boonville, Lexington and Independence points upon said road, would accomplish the greatest amount of good to the greatest number of the inhabitants of the State, and pay to the stockholders a larger dividend than if located south of those counties. And that if the road is thus located, subscriptions to the amount of a million and a half could be obtained from the above mentioned counties and individuals along the line. Committees were also appointed to advance the main end proposed by the convention, and the change of route to Independence.

### Louisiana.

**New Orleans, Opelousas and Great Western R.R.**—Messrs. Gibbs and Phelps, engineers of this road, arrived at Thibodeaux on the 9th August, and left on the 13th to locate the line between there and New Orleans. Contracts are to be advertised for the first of October, when the work on the road will be commenced.

### Nashville and Louisville Railroad.

Sumner county, Tenn., has subscribed \$300,000 to aid in building the above road.

### South Carolina.

The Charlotte and South Carolina railroad is in such a state of forwardness that the cars are running over, and beyond the Catawba bridge for several miles.

The King's Mountain railroad is finished for 25 miles—the cars now running from Chesterville, one terminus, to Guthresville, which is only distant from Yorkville, the extreme terminus about 7 miles.

### Wisconsin.

**Southern Wisconsin Railroad.**—A meeting was held at Monroe, (Green Co.) on the 30 ult., to promote the building of the railroad from Milton, Rock Co., on the M. and M. K., through Janesville and Green, Lafayette and Grant Cos., to the Mississippi, at Dubuque. Addresses were made by Messrs. Budd, Noggle, Earnest and Sleeper.

### Tennessee.

**Knoxville, Cumberland Gap and Lexington Railroad.**—The commissioners to receive subscriptions or this road, have been notified to attend a meeting at Rutledge, Tenn., on the 23d Aug., to consult and make arrangements for carrying out the provisions of the charter.

A road is contemplated from Chattanooga, Tenn., to meet the East Tennessee and Georgia road, and pass through Harrison.

### Fox River Valley Railroad.

The commissioners mentioned in the act of incorporation of this road, met, pursuant to public notice, at Elgin on the 24th August, for the purpose of effecting an organization. They were met by a large number of the citizens of the Fox river valley, including several prominent men and capitalists of Wisconsin, residing as far north as Waukegan, 18 miles west of Milwaukee. The amount of stock required by the charter \$25,000, was promptly subscribed, and about \$10,000 over. This road branches from the Galena road at Elgin, running along the valley of the Fox river, thence to Fond du Lac.—*Chicago Tribune.*

### Knoxville and Charleston Railroad.

The county court of Blount county, has authorized a subscription of \$200,000 to the stock of this road. The proposition is to be submitted to the people of the county for ratification.

### Cleveland Water Works.

It is intended to build a water works at Cleveland, with a reservoir which has a capacity to hold 10 000 000 gallons, and to furnish for daily use 3,000,000 gallons. The water will be brought from the lake by engines superior to those now in use in America.—*Detroit Free Press.*

### Illinois.

**Springfield and Terre Haute Railroad Company.**—The incorporators of the above company met at Charleston, Illinois, on the 18th August, pursuant to notice. Gov. French in the chair. A committee of five—Messrs. Brough, Rose, McGregor, Young and Ripley—was appointed to open books of subscription in Springfield, Terre Haute, New York city, and at such places on the line as they may see proper, after thirty day's notice; and on the completion of subscription of \$500,000, they agree to call a meeting of stockholders and elect directors, and organize the company. Several speeches were made and a spirit of harmony and zeal for the work pervaded the meeting.—*Alton Telegraph.*

### New York.

**Erie Railroad.**—The receipts of the Erie railroad for the month of August, 1852, were as follows:

From passengers and mail.	\$164,500 30
From freight	149,101 41-313,601 71
Receipts in August, 1851	263,964 12
Increase.	\$49,637 59



**Mobile and Ohio Railroad.**

Capt. Childe, the chief engineer and general agent of this work, has started for Mississippi, for the purpose of opening the proposals and closing the contracts for its construction as far as the South line of Pontotoc county, a distance of 267 miles from Mobile. He began this service at Quitman on Monday last, and will conclude it at Okolona on the 30th of September. Thus, by that time, more than half of this great work will be put in process for the speediest completion.

The Mobile Register says the residue of the route to the Ohio river, is 250 miles, and this we are assured will be let out within twelve months. The subscriptions for it are already taken up, and the prospect is most encouraging that they will be completed without delay or difficulty.

**Railroad Investments.**

In our article on this subject of last week, an error crept into the summary of earnings of the roads taken as examples. After the table of the gross and net earnings of the Madison and Indianapolis and other roads. The sentence should read—"the average yearly gross earnings per mile of the above roads were \$4,467, and the net earnings \$2,300."

**Stock and Money Market.**

The simple oscillation up or down of the fancy stocks is at best of temporary moment even to those most interested, and we do not know that the aspect of the stock market is in any other respect noticeable. No change has been effected in the sound investment stocks, except that the demand keeps them out of the market almost to an injurious degree if such a thing can be conceived. Their slow appreciation founded either on causes inherent in each company, or in monetary relations, will hardly be felt from week to week. The money market has recovered from the slight stringency noticed last week, and the most abounding prosperity prevails in every department.

**Thursday, 26th August.**—The wave of depression appeared to have about reached its minimum, and a slight rise was generally anticipated, perhaps to be carried forward with the activity incident to the commencement of the general business season. Large contracts for the delivery of stocks ahead have been made during the week just passed. Sales of Erie stock were made to day to the amount of 3,500 shares, closing at 86½, a slight advance. Reading railroad which had gone up last week, to-day fell, closing at 93½. Harlem railroad 71½ nearly 2,000 shares sold. Stonington 58½. Norwich and Worcester 53½. Hudson River railroad 69. Stocks for investment were steady, one or two fell off. Madison and Ind. sold at 108, and Michigan Central at 110. North. Ind. 121. Roch. and Syr. 122. Mr. Draper sold \$40,000 in the Troy and Rutland railroad at 52½ a 48, and \$4,000 of the Rutland and Whitehall at 81.

**Friday, 27th August.**—The fluctuating stocks were stationary with rather a rising tendency though it was but slight and the sales were not heavy. Erie rose and fell, closing at 86½. Reading 93½. Harlem 72. Stonington 58½. Norwich and Worcester 53½. Among the sales of premium railroads we notice New York and New Haven 114. Rochester and Niag. Falls 109½. Mich. Southern 121½. Northern Indiana 120½. Michigan Central 110.

**Saturday, 28th August.**—The improvement in stocks was more marked, and considerable activity prevailed. Erie, 2000 shares sold, closed at 86½. Reading 94½. Harlem 72½. Nor. and Worcester

54. Stonington 59. The investment stocks were firm.

**Monday, 30th August.**—The rise is slower than the previous one. Erie closed at the same mark of 86½, after selling during the day at 87. Reading was unchanged. Harlem closed at 72½. Norwich and Worcester 54½. Stonington 59½. The investment stocks are in fair request. Madison and Ind. 107½. Michigan Central 111. Michigan Southern 121½. Northern Indiana 120. Rochester and Syracuse 122.

**Tuesday, 31st August.**—The buoyancy of the stock market increases, and loans on call are easily procured both from the banks and individuals. Erie closed at 87. Reading at 94. Harlem 72½. Norwich and Worcester 55. Stonington 60½. L. Island 23½. Hudson River 69½; a rise, as will be seen, of from one-fourth to one per cent on the stocks most dealt in. The coal companies improved and the investment stocks were firm, though but little comparatively was doing in them.

**Wednesday, 1st September.**—The transactions of the stock market to-day, though marked by buoyancy in the morning fell back at the close, in almost all the stocks to the price of the day previous. Erie R. R. closed at 87. Harlem 73. Norwich and Worcester 54½. Stonington 60½. Hudson railroad 69½. Long Island sold largely, closing at 23½. A large sale took place in Pennsylvania 5's at 96½. Government and state stocks are very firm. We notice sales of Mich. central at 113, a recovery from its slight fall. Roch. & Syracuse 122½. Madison and Indiana 107½. Utica and Schenectady 145.

**Railway Share & Stock List;**

CORRECTED WEEKLY FOR THE  
AMERICAN RAILROAD JOURNAL.

NEW YORK, SEPTEMBER 4, 1852.

**GOVERNMENT AND STATE SECURITIES.**

U. S. 5's, 1853	101½
U. S. 6's, 1856	108½
U. S. 6's, 1862	115
U. S. 6's, 1862—coupon	115½
U. S. 6's, 1867	118½
U. S. 6's, 1868	118½
U. S. 6's, 1868—coupon	119
Indiana 5's	91½
Indiana 2½	52½
" Canal loan 6's	95½
" Canal preferred 5's	48½
Alabama 5's	95
Illinois 6's, 1847	81
Illinois 6's—interest	54
Kentucky 6's, 1871	109
Massachusetts sterling 5's	—
Massachusetts 5's, 1859	—
Maine 6's, 1855	—
Maryland 6's	108
New York 6's, 1854-5	108½
New York 6's, 18.0-'61-'62	116
New York 6's, 1864-'65	118
New York 6's, ½ y., 1866	121
New York 5½'s, 1860-'61	108½
New York 5½'s, 1865	109
New York 5's, 1854-'55	105½
New York 5's, 1858-'60-'62	105½
New York 5's, 1866	110
New York 4½'s, 1858-'59-'64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	105½
Ohio 6's, 1860	109
Ohio 6's, 1870	115
Ohio 6's, 1875	116½
Ohio 5's, 1865	105
Ohio 7's, 1851	105½
Pennsylvania 5's	96½
Pennsylvania 6's, 1847-'53	91
Pennsylvania 6's, 1879	99½
Tennessee 5's	100
Tennessee 6's, 1880	107
Virginia 6's, 1886	110½

**CITY SECURITIES—BONDS.**

Brooklyn 6's	105
Albany 6's, 1871-1881	107½
Cincinnati 6's	103
St. Louis	96½
Louisville 6's 1880	95
Pittsburg 6's, 1869-1871	100
New York 7's, 1857	110
New York 5's, 1858-'60	103
New York 5's, 1870-'75	104
New York 5's, 1890	106½
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-'90	104½
Baltimore 1870-'90	108
Boston 5's	102

**RAILROAD BONDS.**

Erie 1st mortgage, 7's, 1867	113½
Erie 2d mortgage, 7's, 1859	108½
Erie income 7's, 1855	98½
Erie convertible bonds, 7's, 1871	98½
Hudson River 1st mort., 7's, 1869	107½
Hudson River 2d mort., 7's, 1860	97½
New York and New Haven 7's, 1861	106½
Reading 6's, 1870	88½
Reading mortgage, 6's, 1860	94½
Michigan Central, convertible, 8's, 1860	110
Michigan Southern, 7's, 1860	100
Cleveland, Col. and Cin. 7's, 1859	114
Cleveland and Pittsburg 7's, 1860	102
Ohio and Pennsylvania 7's, 1865	102½
Ohio Central 7's, 1861	96

**RAILROAD STOCKS.**

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Sept. 2.	Aug. 26.
Albany and Schenectady	107	107
Boston and Maine	106½	108
Boston and Lowell	—	109½
Boston and Worcester	104	106
Boston and Providence	89	90
Baltimore and Ohio	82½	83½
Baltimore and Susquehanna	29½	30
Cleveland and Columbus	—	—
Columbus and Xenia	—	—
Camden and Amboy	146	—
Delaware and Hudson (canal)	128	130
Eastern	96	98
Erie	86½	86½
Fall River	—	—
Fitchburgh	103	105
Georgia	—	—
Georgia Central	—	—
Harlem	72½	72
" preferred	111½	111
Hartford and New Haven	—	127
Housatonic (preferred)	35	35
Hudson River	69½	69
Little Miami	—	—
Long Island	22½	22
Mad River	—	99
Madison and Indianapolis	112½	110
Michigan Central	113	111½
Michigan Southern	121	120½
New York and New Haven	114	114½
New Jersey	134	134
Nashua and Lowell	—	—
New Bedford and Taunton	—	117
Norwich and Worcester	56	54½
Ogdensburg	26	26½
Pennsylvania	46½	46½
Philadelphia, Wilm'gton & Balt.	32½	32
Petersburg	—	—
Richmond and Fredericksburg	100	97½
Richmond and Petersburg	35	35
Reading	94½	94½
Rochester and Syracuse	121½	122
Stonington	62	59½
South Carolina	—	122½
Syracuse and Utica	135	135
Taunton Branch	115	115
Utica and Schenectady	140	140
Vermont Central	14	14½
Vermont and Massachusetts	20	23
Virginia Central	—	40
Western	104½	104½
Wilmington and Raleigh	57½	57½

**Railroad Lanterns.**

Our readers will find an advertisement of every variety of railroad lanterns in another page.

**The World's Fair in New York.**

The second day of May, 1853, will be as memorable for America, as was May the first, 1851, for Europe and the world. For this enterprise we have all along predicted the most certain success.

We have much pleasure to announce, from the facts now brought to public notice by the enterprising Board of Directors—into whose hands by the company interested in the New York Crystal Palace has been judiciously placed the management of the concern, the positive certainty—as far as anything human can be certain—that this Exhibition will be magnificently carried out. Under the most auspicious generosity of a State charter, and city aid, all the necessary funds have long since been subscribed and *paid up*, the plan has been decided on, and by the time these sheets meet the eyes of our readers, the building itself will have been begun. As Americans we are proud of this enterprise, and as Americans we will endow it with the rich and varied products of our magnificent domain.

The New York Crystal Palace will be the finest architectural specimen, as it will be the largest building—with *perhaps* the exception of the Capitol—in America, and will very favorably compare with the most elegant structures of Europe. Without being so imposing or so large as its London prototype, whoever will see the Crystal Palace when finished in New York, who has already seen that of London, will undoubtedly, as a thing of beauty whereon the eye can rest with untired delight, so prefer the Palace of the New World to that of Europe.

The successful competitors, Messrs. Carstensen & Gildmeister, are architects of this city, but with European fame. The plan of the building is a Greek Cross with a Dome over the Intersection. Each diameter of the Cross is 365 feet long and 149 feet broad. The height of the dome is 130 feet. The building will be of iron and glass, and will cost \$200,000.

Already have European nations expressed their intention of sending their products of invention, of manufacture and of art. In the progress of invention, manufacture and art in America, there exists great jealousy on the part of Europe, and we doubt not but she will do her best to silence our pretensions in this respect. And the excuse will now be wanting to America, which was offered by her in London, that she had no such special interest as to induce her to put forth sufficient energy to show her vast productions and true capabilities. But this insinuation we consider unjust.

It is in the nature of things that the American people will as a nation rally to the support of what must now be considered as *their* undertaking—the Crystal Palace in New York.

What vast crowds of the stirring and enterprising people of this continent and nation, will gather to witness this grand structure, with its stored collects of world-wide production. How magnificent the idea of the great progress of our country, that on this same spot, not many hundred years ago, the lawless savage roamed untamed and free!

In this undertaking, no class of persons are more deeply interested than those connected with our railroads; and we believe some united and efficient movement will be made on the part of the directors of the various roads to assist and facilitate the movement. The impetus given to travel must be immense. During the year 1853, railroads and hotels will reap a rich harvest.

If no movement has yet been made, we recom-

mend this matter to the attention of railway directors, ere it be too late to secure unanimity, efficiency and vigorous action. There is not a railroad throughout the country that will not be more or less directly or indirectly benefited by the occasion of this exhibition.

We have seen with much pleasure the Circular of C. BUSCHEK, Esq., the European Agent in London, and augur for his efforts very high success.

We are also pleased to notice the appointment of JAMES WHITMAN, Esq., at the last meeting of the board, as a Special Agent to Canada and the British North American Provinces, the sentiments of whose commission we most heartily endorse, more particularly as follows:

"You will put yourself in personal communication with all those Functionaries of Her Majesty's Government in Canada, to whom the purposes of your mission and the sanction of this association, added to your personal claims, may procure for you access; and you will do your utmost to impress them favorably with the general character of this association, its objects, and the consequences that may be expected from its success. These it is obvious must be an enlargement of the scope of knowledge, and an expansion of the sphere of good will, through interchange of ideas and a reciprocation of friendly offices, *which it is thought no other one human device is better calculated to produce.*"

Canada is deeply interested in the success of this Exhibition. Every year the round of travel from this city as a centre, is increasing, over her noble lakes and down her magnificent rivers, unveiling her vast and rich resources. Her railway enterprises are about commencing. She has fields rich with historic association for the traveller's interest.

We do not doubt but that Canada will fully sustain in New York the high reputation she has already won at the London Exhibition.

Crowds of European visitors to New York will doubtless follow up their desire to inspect the beauties and wonders of America, by coursing through that noble Province, to visit the resting place of Montcalm and Wolfe, to see Montmorency and Niagara, Toronto, Montreal and Quebec.

Finally, we advise our manufacturers, all our local organisations of State Fairs, Mechanics' Institutes, literary, scientific and other societies, who can in any way contribute to the honor and renown of their country, to bestir and put themselves in immediate communication with the "Association for the Exhibition of the Industry of all Nations," through their Secretary, Wm. Whetten, Esq., at the office of the Association, No. 53 Broadway.

**Illinois.**

**Danville and Paris Railroad.**—Albert S. White writes to the Lafayette Journal that a project has been started to connect the L. E. and Wabash R. R. with the Alton and Terre Haute road by a road from Danville to Paris. This route is only 34 miles long, and leads through the wealthiest and most fertile portion of the Grand Prairie, and there is not a single stream to cross. The road from Paris to Alton is under contract, and will probably be finished as soon as it is wanted by the eastern road. This will furnish a shorter connection with St. Louis than the Springfield route. Both connections will be secured.

**Georgia.**

**Georgia State Railroad.**—The receipts of the Western and Atlantic railroad for the five months ending 30th June, were \$188,849 53; and the expenditures \$99,393 06.

**Indiana.**

**Jeffersonville Railroad.**—The last annual report of the president and directors of this company under date of 17th May, 1852, gives promise of its immediate completion. The graduation of the road has been carried to Columbus, 66 miles, and with probably a less expenditure of money, than an equal distance on any other road in the country.

On the first of March, 1851, bonds of the company to the amount of \$300,000 were issued, bearing seven per cent interest, payable semi-annually, in the city of New York, and to mature in ten years from that date; the payment is secured by a mortgage on the road. Part of these bonds were used in the purchase of locomotives, wheels, and axles, amounting to about \$75,000. A small portion of the bonds have been retained to meet contracts at home, and are in the hands of the Treasurer of the company. The remainder of the bonds have been sold at different periods during the year, on as good terms and for as good prices, it is believed, as the bonds of any new work in this section of the Union. These bonds, though secured by mortgage on the road, are *not* convertible into stock, as are those of most companies. The convertible clause in the bonds of a road, promising good dividends, enhances their market value at least five per cent, and adds to the facility of making sales; but your bonds *without that privilege*, have sold as high as the convertible bonds of other roads, and at better rates than most of them.

Some delays have been experienced in the receipt of the iron shipped to New Orleans, in consequence of impediments in the navigation. It was however in process of being laid at the date of the report. The superstructure and bridges were going forward, and the expectation was entertained that the whole line would be completed on the 1st instant. Forty-five miles being then in actual operation.

A failure in negotiations to secure a transit over the Madison and Indianapolis road, under favorable terms, made it necessary to provide for the construction of an independent line, between Columbus and Edinburg, or submit to the probable expense and delay of *two transshipments* of freights, in a distance of eleven miles. To meet this exigency, the roadway between those places, is now being graded; the iron is provided for, and it is intended to have the road completed early the approaching fall, so that the trains will run from Jeffersonville to Knights'own, a distance of 120 miles, during the month of October next.

Seven locomotives are already on the road, and two more have been contracted for, but the rolling stock is yet inadequate to meet the business demands which will be presented on the completion of the road to Edinburg. So far as the road is now supplied with cars, they are of a class not inferior to those of any road in the West, and will, we have no doubt, in their use, be found far more economical and convenient than the cars heretofore ordinarily used on other roads in the State.

Of the subscriptions of the city of Jeffersonville, the portion to be paid by taxation was promptly met, and the residue in bonds was sold at fair rates and applied to the purchase of iron.

The subscription of \$200,000 by the city of Louisville, has lately been taken up by the city, and bonds of \$1,000, each bearing six per cent. interest, payable semi-annually, in the city of New York, to mature in thirty years, from the first of May, 1852, have been delivered to the company, in discharge of that subscription; of which, \$50,000 have



within a few days past been sold at a small discount from their face, and it is expected that the residue will sell at equally good rates.

Although the rains of the last spring were exceedingly heavy, very little damage was done the road, as the cost for repairs was light. Since the first locomotive was placed on the road, no serious accident has occurred. The report concludes by congratulating the stockholders and friends of the road on the success which has attended it, and that its completion at an early day is now looked upon by all as a "fixed fact."

The report of the Chief Engineer, B. F. Marsh, Esq., presents the following details of the principal points included in that of the President, Wm. G. Armstrong, Esq. The graduation is completed between Jeffersonville and Columbus. The bridges and culverts are finished as far as Rockford; two piers for the Rockford bridge were completed at the date of the report, May 4th, and the remainder was expected to be finished during the summer. The masonry of the Columbus bridge was complete. Cross ties of hewed white oak had been furnished for the track to Columbus, and iron delivered for 59 miles. Fifteen miles of the road between Jeffersonville and Vienna had been ballasted. An engine house and smith and car shops had been built at Jeffersonville, and a freight depot 60 by 405 feet was in progress, to be completed in time to accommodate the business of the road.

The location of the extension between Columbus and Edinburgh had been made, a distance of 11 miles, for which the estimated cost was \$100,000. The total cost of the road from Jeffersonville to Columbus, up to the time of the report, was \$575,679 32, and the additional amount required to complete and equip it, \$173,763 63—making the total cost \$749,443. The report of the Treasurer, J. H. McCampbell, exhibits the liabilities of the company at \$125,412 85, and the means at \$369,816 53—leaving an excess of means of \$244,403 68.

#### Boston Locomotives.

The Boston Locomotive works, Harrison avenue, have just completed six powerful locomotives for the Terre Haute and Richmond railroad. They are named the "Dublin Poney," "Hoosier Poney," "Illinois," "Boston," "Kentucky," and "Ohio," and will be taken to Buffalo and thence across the lakes.

One of the locomotives built at Wilmarth's Union Works, South Boston, for the Hudson R. railroad, attained on Saturday last, probably the greatest speed ever made in this country. Its running time from New York to Albany was two hours and fifty-seven minutes, a speed of about 53 miles per hour.

At Souther's Globe Works, south Boston, a fine twenty ton locomotive has just been completed for the Jacksonville and Indiana railroad. It is called the "Bartholomew," and is a first class engine.

At the same establishment there has just been built a lilliput engine, called the "Yankee" weighing but six tons. It is constructed in the most simple manner possible, with water tanks hung under the boiler, between the drivers which are but two feet in diameter. It is intended for the Great Western railroad, Canada, leading from Niagara Falls to Detroit, and is the first locomotive placed on that road. There are now four large excavators used in constructing that road, and another is about to be built at the Globe Works. This lilliput is intended as a gravel engine to remove what the excavators throw out.

#### Kentucky.

**Louisville and Frankfort Railroad.**—The fourth annual report of the president and directors of this road, submitted to the stockholders at their annual meeting, July 5th, 1852, presents the condition of the work.

The capital stock is made up of a subscription of the city of Louisville of \$510,875, paid by taxation on the property of the citizens during the years 1848, '49, and '50. \$300,000 paid in city bonds on time, and \$42,812 50, individual subscriptions, to this to be added \$51,443 42 interest on the payments for stock, making in all \$905,130 92.

To obtain additional funds to complete the road, the company executed a deed of trust to secure the payment of 400 bonds of \$1000 each, of these 172 have been sold, realizing \$145,529; with the proceeds of the remainder it is expected to pay the demandable debt, and also debts contracted for real estate purchased for depots etc. The road is now in good running order, and the rolling stock sufficient to do double the business offering. The only delay is at the Frankfort bridge, which is crossed by a light engine of six tons, causing very little inconvenience in the present state of business. During the past season, the unfinished state of the road the excessive cold of the winter, and the drought, operated very unfavorably on the interests of the road, but it gave sufficient evidence that the road will eventually prove very beneficial to the country and profitable to the stockholders.

The early completion of the branch through Shelbyville to Harrodsburg, is relied on as a certain means of adding materially to the profits. The extension of the road from Lexington to the mouth of Big Sandy to unite with the Virginia roads, and the Baltimore and Ohio railroad at Parkersburg, the construction of the road from Louisville to Nashville, and that of a road from Louisville to Covington, either as a distinct road or a branch of the Louisville and Frankfort, are considered a guarantee in the future that the latter road must form a link in a grand railroad route uniting the south and west with the east.

The propositions that the company should take stock in the Shelbyville company, or that the Shelbyville company should purchase a portion of the city stock in the L. and F. Co. to enable the city to subscribe to the Shelbyville are submitted to the stockholders.

The directors recommend the payment of a dividend in stock out of the profits applied to the cost of the road, amounting to \$36,307 80, and increasing the stock of the company to \$941,438 72. If the bonds of the company can be profitably disposed of, the managers intend to make a dividend of six per cent of the future profits and constitute the surplus a sinking fund to pay the debts contracted for depot grounds, etc., and the bonds of the company.

The report of the engineer and superintendent of the road, Charles N. Warren, Esq., exhibits the construction and working of the road for the year ending June 30th. The total receipts since the first locomotive was put on the track have been \$222,786 18, and the total expenses \$130,338 64, including the hauling of iron and other material. Within the year, the road has been connected with the Lexington road, side tracks laid at Frankfort, Pleasureville and Smithfield, water stations put up along the line, the depot at Louisville built, and engine houses put up at that place and Frankfort. The passenger business for the present June has exceeded that of the corresponding month in 1851, by 16 per cent. At this rate of increase the receipts

for the coming year will be \$195,000. There are 10 eight wheeled and 1 six wheeled locomotive, on the road, two freight engines of ten wheels are to be delivered during the month of Sept. The total mileage of the engines was 135,000 miles, and they averaged 18,000 miles each.

The receipts per mile run was.....\$1 94.4  
Expenses ..... 73.4  
" deducting items above mentioned... 61.1

The total cost of the road including interest in cash and stock up to the 1st of July is \$1,358,764.43.

The receipts for the year are:

	Passengeas.	Freight.	Total.
July.....	\$7,015 10	\$1,072 92	\$8,088 02
August.....	7,694 55	3,192 21	10,886 76
September...	10,692 10	4,702 43	15,394 53
October.....	9,281 20	4,432 91	13,714 11
November...	8,540 20	9,660 72	18,201 22
December...	8,844 20	7,606 51	16,450 71
January....	6,315 62	4,086 18	10,401 80
February...	6,956 60	6,168 38	13,124 98
March.....	8,770 05	6,751 44	15,521 49
April.....	7,970 70	6,278 66	14,249 36
May.....	8,524 45	4,862 35	13,386 80
June.....	8,366 35	4,588 10	12,954 45

Total.....\$99,971 42 \$63,402 81 \$163,374 22  
Mail for the year.....5,546 02

Total.....\$167,920 25  
Expenses.....\$99,134 19  
Less one half for repairs.....\$12,600 00  
Wood on hand. 4,000 00  
16,600 00  
81,534 19

Balance.....\$85,386 06

Mr Warren's report is accompanied with his resignation of his office as chief engineer, to take effect on the 5th July, 1852.

#### The Tunnel Machine.

The Tunnel machine, at Hoosac mountain, is suspended for repairs. The knives, or cutters, proved to be too thin and frail, for the quartz and flint found in the mica slate, of which the mountain is composed. New knives will be substituted in the course of a few weeks.

The machine has not yet so far cut into the mountain, as to form a complete circle. The Springfield Republican says that it cuts from a 16th to an 8th of an inch at each revolution, and makes five or six revolutions a minute. The core is blasted without removing the machine, which is protected by a wood covering. The wood work, however, suffers, and requires constant repairing.

#### Georgia.

**South Western Railroad.**—This company has recently declared a dividend of 8 dollars per share on the operations of the last twelve months. This is the first year's business and on a road of fifty miles in length, gives evidence of the ability of the officers and the resources of the country through which the road passes. The company in concert with the citizens of Sumter county have determined not to wait for the tardy assistance of the State, but extend the road at once to the town of Americus in Sumter county. A contract has been already entered into for the building of the road to this point, and its completion is only dependent on a subscription of \$75,000 from the citizens of Sumter.

#### Kentucky.

**Louisville and Covington Railroad.**—The survey of this route was commenced at Louisville on the 17th August, under the direction of Mr. E. F. Lee. It is intended to make the line as straight as possible, and to push it through without delay.

**Railroad Corporations, vs. Hack Drivers.**

A case has recently been tried in Boston, in which one of the depot masters of the Old Colony railroad, complained of an assault committed on him by a hack driver, while engaged in enforcing a regulation of the company, excluding all hackmen from the depot, except those whom the company had expressly authorized to enter. The right of the company to make such a rule was brought in question on the trial.

F. B. Crowninshield, Esq., president of the corporation, appeared for the prosecution, and claimed the right of making the regulation complained of. The court was of opinion that the right to make the regulation could not be questioned, and believing that an assault had been proved, fined the hackman \$10 and costs.

**North Carolina.**

**Wilmington and Raleigh Railroad.**—The receipts of this road from November 20th, 1851, to August 5th, 1852, have been.

Through passengers.....	21,709	\$195,509 68
Way ".....	39,085	75,350 61
Freight.....		3,348 93

Total receipts for 8½ months... \$364,209 22

**To Contractors.**

**PROPOSALS** will be received at the office of the Alabama and Mississippi Rivers Railroad Company, in Uniontown, Ala., until the first of October next, for the Graduation, Masonry, Bridging and Cross-ties of said road, from the west bank of Valley Creek to Uniontown, 28 sections about one mile each. Bids proposing the entire payment, or a percentage thereof, in the stock of the road, will receive the most favorable consideration. Specifications can be seen at the office of the company in Uniontown, and also at the office of the Chief Engineer in Selma, Ala. J. J. DRAKE, Sec'y. Uniontown, Ala., August 16, 1852. 4t\*

**Notice to Contractors for Masonry and Bridging.**

**ALABAMA AND TENNESSEE RIVER R. R.** **PROPOSALS** will be received at the office of the Alabama and Tennessee River Railroad Company, in Selma, Alabama, until the 15th September next, for the Masonry and Superstructure of "Coosa," "Waxahatchie," "Tallasseehatchie," "Talladega" and "Chockolocko" Bridges, and also for the other masonry required on 90 miles of this road.

The work comprises about 3,000 lineal feet of Timber Bridging and 20,000 perches of Masonry, and is situated in a healthy country, where materials, provisions and labor are abundant and cheap.

Plans and specifications may be seen, and all information will be furnished at the offices of the Engineer Department in Selma and Talladega, Alabama.

Satisfactory evidences of ability and responsibility will be required from those proposing for the work. LEWIS TROOST,

Chief Engineer.

New York, August 3d, 1852. 5t32

**A. Whitney & Son, PHILADELPHIA, PA.,**

**MANUFACTURERS** of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31tf

**I. Dennis, Jr., WASHINGTON, D. C.,**

**ATTORNEY** for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp. 31tf

**Locomotives and Machinists' Tools.****THE LOWELL MACHINE SHOP**

**IS** prepared to execute orders for Freight and Passenger **LOCOMOTIVES** of different classes, with outside or inside Cylinders of approved design and faithful workmanship.

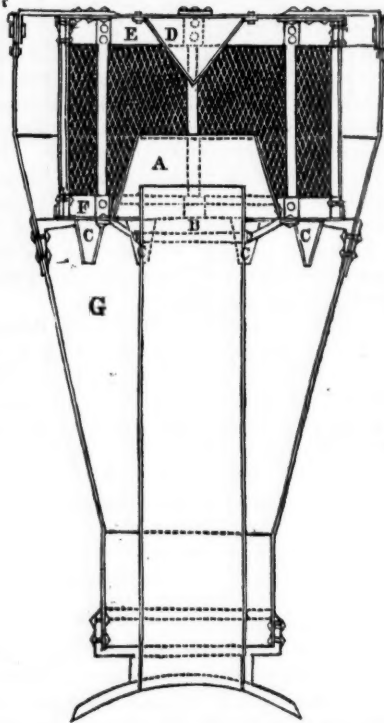
Also—

**MACHINISTS' TOOLS,**

with the latest improvements—consisting in part of Hand and Engine **LATHES**; **VERTICAL DRILLING MACHINES**; **PLANERS**; **COMPOUND PLANERS**; **SHAPING MACHINES**; **SLOT-TING MACHINES**; **BOLT CUTTERS**; **Machines** for boring Crank Pin holes; Trip Hammers, etc., etc.

**WILLIAM A. BURKE,**  
Superintendent.

Lowell Mass., August 23, 1852.

**Matthew's Patent SPARK ARRESTER.**

**THE** Patentee of the above named Spark Arrester invites the attention of Railroad Directors and Officers of Railroads, who have no other interest than the comfort and safety of passengers, and the economy of their company, to test them and judge for themselves. To all such persons, the Patentee will furnish his Patent Spark Arrester free of charge, by such parties sending the necessary dimensions. And the price will be, for the Spark Arrester and Chimney, with patent right to use and repair the same, all ready to place on the Locomotive, \$130—if approved; if not approved, and returned, no charge made. He warrants them superior to any in use, in all points, lighter, cheaper, more durable, safer, cleaner, saving from 15 to 20 per cent in fuel.

The necessary dimensions to be furnished, are:

- 1st. The radius of the smoke box, on which the pipe sets.
- 2d. The height from smoke box to top of pipe.
- 3d. The diameter of cylinder and length of stroke.
- 4th. Whether a cut-off is used or not.

**DAVID MATTHEW,**

Penn st., (one door north of Almond st.,)  
Philadelphia, Pa.

**TESTIMONIALS.**

Office of the Syracuse and Utica R.R. Co.,  
Syracuse, August 18, 1842.

This company have several "Patent Spark Arresters and Chimneys" upon their locomotive en-

gines, which were furnished by David Matthew, constructed according to the specification attached to his patent.

They are by far the best smoke pipe and spark arrester that we have tried or seen.

No inconvenience from sparks or cinders is suffered by the passengers; nor is the draft impeded.

We consider them a great improvement, and regard them as almost indispensable in our business.

**JOHN WILKINSON,** President.

Office of the Auburn and Rochester R.R. Co.,  
Canandaigua August 26, 1842.

This may certify, that there has been in use on the Auburn and Rochester railroad, for the last two years, eight of Matthew's "Patent Spark Arresters," which have given the most perfect satisfaction. From the use of the Arresters on this road, and what I have seen of them elsewhere, I have no doubt but that they are the best in use in the country.

**R. HIGHAM,**

Supt. and Engineer A. & R. R. R.

To **DAVID MATTHEW,** Machinist.

Auburn and Syracuse R. R. Office,  
August 29, 1842.

Dear Sir—The three Spark arresters of your patent, which we have in use on our road, have given perfect satisfaction, and we consider them superior to any now in use, combining as they do the power of arresting the sparks and cinders, without affecting the draft of the engine. Respectfully yours,

**E. P. WILLIAMS,** Superintendent.

**M. W. MASON,** Supt. of Machinery.

To **DAVID MATTHEW,** Esq.

Rochester, August, 1842.

We, the undersigned, have used D. Matthew's Patent Spark Arresters and Chimney on the locomotive engines used on the Auburn and Rochester railroad, of different manufacturers, viz: Rogers, Ketchum & Grosvenor, Norris, and Eastwick & Harrison, for more than one year; and all the engines using these Spark Arresters and Chimney have made steam as free as with any other pipe we have ever used; and we believe the draft is as good as any other pipes of the same dimensions, and prevents the escape of sparks and cinders. There has not been any expense for repair on the Spark Arrester or Chimney since they have been put on the locomotive engines; and we further think that they will last for years with little or no repairs.

**THOS. SNOOK,** Supt. M. P.

**CHARLES W. HIGHAM,**

**N. C. MARTIN,**

**WM. HART,**

Locomotive Engineers.

Syracuse, August 21, 1842.

We, the undersigned, locomotive engineers on the Syracuse and Utica railroad, have used during the last two years, David Matthew's "Patent Spark Arresters and Chimneys," and on our engines we have been able to generate steam as freely as with any other pipe we have ever used. The draft is as strong and free as that of an open pipe of the same diameter, and most effectually prevents the escape of fire and cinders. There have, as yet, been no repairs required to any of these pipes, and we believe they may be used for years with but trifling expense to keep them in perfect order. We certainly consider this pipe a great improvement over any other with which we have been acquainted.

**DAVID BEGGS,** Supt. M. P.

**PETER GRANT,**

**WILLIAM MCGIBBON,**

**WILLIAM CESSFORD,**

**JAMES BONNER,**

**JOHN VEDDER, Jr.,**

Locomotive Engineers.

Syracuse, April 4, 1847.

**Mr. DAVID MATTHEW:**

Dear Sir—Your letter came duly to hand, in relation to the Spark Arresters. Those which we use are all of your patent; and on the neighboring roads we got others to try, but they were not good, and we had to substitute yours.

I am, dear sir, yours respectfully,

**DAVID BEGGS,**

E. M. P. Sy. and Utica Railroad.



Utica and Schenectady Railroad Office,  
May 5, 1847.

Mr. DAVID MATTHEW:

Sir:—In regard to the "Spark Arrester," several kinds have been tried; but yours, as you left it, has been constantly in use. We have your patent on fifteen engines, and use no other kind. Nothing tried here has been so acceptable to us.

Respectfully your ob't serv't,

WM. C. YOUNG,  
Supt. and Eng. U. & S. R. Co.

Locomotive Works, Philadelphia,  
February 2, 1850.

Mr. DAVID MATTHEW, Vulcan Works, Baltimore:

Dear Sir:—Your letter of 30th ultimo reached us only this morning, and in reply we would state, that we have not had much opportunity of judging of the merits of your Pipe in comparison with others, but that on the Utica and Schenectady Railroad, where we have a number of our engines running, your Pipe is exclusively used, and preferred to all others.

Yours, very truly,  
NORRIS, BROTHERS.

Patterson, N. J., Feb. 6, 1850.

Mr. DAVID MATTHEW, Baltimore:

Dear Sir:—Your favor of the 31st January is received. When we used your Spark Arresters on our locomotives they gave entire satisfaction, and we should have continued to use them if we could have procured them; but the gentleman at Catskill, who, we understood, had made arrangements with you respecting the sale of the right to use them, refused to furnish them, except there was an agreement made for selling the right to the whole road. This we could not do, which compelled us to procure our Spark Arresters elsewhere.

We have often been applied to for your Spark Arresters; but as we could not procure them, we have been obliged to furnish others.

Your Spark Arresters have been highly spoken of by all those that we know who have used them, and we think they are equal to any in use.

Very respectfully,

ROGERS, KETCHUM & GROSVENOR.  
Per S. J. ROGERS.

Utica and Schenectady Railroad Office,  
Schenectady, Feb. 19, 1850.

DAVID MATTHEW:

Dear Sir—I received yours of January 25th, in reply to smoke-pipes, we consider the Spark Arrester of yours, used by us, far superior to any in use.

Respectfully, your obedient servant,  
C. VIBBARD, Sup't U. & S. Railroad.

Mr. DAVID MATTHEW—

Dear Sir:—In reply to your enquiries I have to state, that I have been engaged in the manufacture of your "Spark Arrester and Smoke-Pipe for steam engines," for over ten years last past.

I have no hesitation in saying, that your "Spark Arrester is the best that has ever been in use in this country. I have seen all others, or nearly all others tried, but your invention, as patented 31st December, 1840, possesses all the requisites for railroad and other uses in a degree decidedly superior to them all. I am now employed as an engine builder in the establishment of the Hudson River Railroad, and after a careful trial of all the spark arresters and pipes most esteemed in this country, we have found yours to be decidedly the best, and, in this opinion I am supported by the chief superintendent of motive power of that road, who has so expressed himself to me.

I am, very respectfully, your ob't serv't,  
JOHN TAYLOR.

DAVID MATTHEW, Esq.:

Dear Sir—Your "Patent Spark Arrester" has been in use on our Locomotives since 1840, during which time we have tried several of a different construction. We can recommend yours as being the most effective and economical of any used by us. Little or no inconvenience from sparks is suffered by passengers; nor is the draft obstructed. From the best estimate we can make they can be kept in repair for about ten dollars each per year.

C. VIBBARD, Superintendent.  
V. BLACKBURN, Mast, Ma.

Office of the Syracuse and Utica R. R. Co.,  
Syracuse, August 7, 1851.

My Dear Sir:—I am glad that you obtained your right of building Spark-Arresters, and most certainly it is the best in use, and generally approved of. I think they are using them pretty generally on the Hudson River R. R., and all the other patents which have been made since the date of yours, are copies in some degree, from yours. Anything that I can do to forward your interests in this matter will be done with cheerfulness. I think of going to Philadelphia this summer, and shall call on you.

Yours, very truly,  
D. BEGGS.

Utica and Schenectady Railroad Office,  
Schenectady, August 30th, 1851.

This is to certify that Mr. David Matthew's Spark Arresters have been used on a number of the locomotives constructed by the Newcastle Manufacturing Company. They have, in all cases, given entire satisfaction. With them the exhaust pipes can always be made sufficiently large to ensure a full discharge of steam; while at the same time, they afford the necessary draught, and completely stop the sparks. I cheerfully recommend them to the attention of railroad companies and manufactures of locomotive engines.

ANDREW C. GRAY,  
Pres't Newcastle Manufacturing Co.

Albany, September 8th, 1851.

Gen. W. SWIFT:

Dear Sir—This will serve to introduce to your favorable notice Mr. David Matthew, who is the inventor, and holds the patent for a Spark Arrester, which has been used by many of our railroads on their locomotives. I consider it a valuable improvement, and do not doubt but Railroad Companies will generally use it. Yours respectfully,

ERASTUS CORNING.

Office Hudson River Railroad,  
New York, February 14, 1852.

D. MATTHEW, Esq.,

Dear Sir—I am so little acquainted with the merits of different kinds of Spark Arresters, that I do not feel competent to give an opinion for publication. I know that your Arrester is a good one, and has been highly esteemed on the roads where I have been employed. But I have not sufficient practical knowledge of the subject, to venture any comparison of its merits with other kinds of arresters.

Yours truly,  
O. H. LEE, H. R. R.

Office of the Hudson River R. R.,  
31st st., New York, May 16, 1852.

Mr. DAVID MATTHEW:

Dear Sir—I have been acquainted with your Spark Arrester since its introduction, and have carefully watched its operation in comparison with many others. I have no hesitation in saying, that as a Spark Arrester without diminution of draft, it has no equal in use. I have been able to use a much larger exhaust pipe than with other pipe, and, from experiments recently made, I am satisfied that the Cap, or Spark Arrester, is no impediment to the draft of the open chimney. Very respectfully,

HENRY WATERMAN,  
Superintendent of Motive Power.

I have this day purchased the right to use the above pipes on the Saratoga and Washington railroad, and concur in all that Mr. Sargent has said of them.

J. VAN RENSSLAER,  
Superintendent S. & W. R. R.  
Saratoga Springs, May 22d, 1852.

Albany and Schenectady Railroad, Albany.

Having used Mr. Matthew's Spark Arrester on our engines, and considering it a valuable invention, we have purchased the right to use it on our road.

E. C. M'INTOSH, President.

Schenectady and Troy R. R. Office,  
Troy, July 20th, 1852.

I have this day purchased the right to use Mr. Matthew's Spark Arrester on this road; I have been acquainted with this Spark Arrester for ten years, and consider it the best that has come under my notice.

EDWARD MARTIN,  
Superintendent S. and T. R. R.

Office Rensselaer and Saratoga Railroad,  
Troy, May 22d, 1852.

This may certify that I consider the Patent Locomotive Smoke Pipes and Spark Arrester of D. Matthew's as more economical and safe than any now in use. It is more durable, and throws less fire and cinders, without impairing the draft, they have been in constant use upon the different roads under my charge since 1841, as have all the other various kinds now used, and after this long experience and careful observation, I am entirely satisfied that those invented by Mr. Matthew are decidedly the best, and I have secured the right to use the same by this company, and the Saratoga and Schenectady railroad company, by purchase made yesterday.

L. R. SARGENT, Superintendent.

I have this day purchased of Mr. Matthew the right to use his Spark Arresters on the Syracuse and Utica railroad. I believe it is the best pipe there is.

JOHN WILKINSON,  
President S. & U. R. R.

Syracuse, July 16, 1852.

I have this day purchased of Mr. David Matthew the right to use his Patent Spark Arrester on the Rochester and Syracuse railroad, during its present term, and renewal or extension, believing it to be the best Arrester now in use.

CHARLES DUTTON, Supt.

Superintendent's Office  
Buffalo and Rochester Railroad Co.,  
Buffalo, July 29, 1852.

David Matthew, Esq., has this day conveyed to this company the right to use his Spark Arrester, patented in 1840. It has been in use on this road for some years past, and gives better satisfaction than any other improvement claiming the name of Spark Arrester.

HENRY MARTIN,  
Superintendent, J. W.

REFERENCE is made to the following Gentlemen and Companies, with whom Agencies have been established for the sale of the Spark Arrester, and rights under the Patent:—

Erastus Corning, Esq., Albany, N. Y.; Messrs. Rogers, Ketchum and Grosvenor, 74 Broadway; New York city, and at their Works in Patterson, N. J.; The New Jersey Locomotive Machine Company, at Patterson N. J., James Jackson, President,—address also at Patterson, Messrs. William Swinburne & Co., Locomotive Builders, Patterson, N. J.; Messrs. Norris, Brothers, Philadelphia, Pa.; M. W. Baldwin, Esq. do; A. C. Gray, Esq., Newcastle Manufacturing Company, Newcastle Delaware; the Schenectady Locomotive Iron Works, Schenectady, N. York; The Boston Locomotive Works, Boston, Mass.; The Taunton Locomotive Manufacturing Company, Taunton, Mass.; Wm. Cundle Patterson, N. J.; Clute & Brothers Schenectady; Peter Smith, Albany, N. York; Thomas Snook, Rochester, N. Y.; Nashville Manufacturing Company, Nashville, Tenn.; Niles & Co., Cincinnati, Ohio; Cuyahoga Works, Ohio City.

All applications for the use of the above Patent Rights, etc. for the New England States, and New York, East of the Hudson River, to be made to H. VAN KURAN, Boston Locomotive Works, Mass., or to D. MATTHEW, Patentee, Philadelphia, Pa.

NOTICE.—Railroad Companies getting new engines, can have Matthew's Patent Spark Arrester placed on them, by applying to the manufacturers, so that the apparatus costs them nothing but the patent right. This they will find of great advantage to them.

D. M.

### To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,  
Consulting Engineer, 64 Broadway,  
Aug. 23, 1852.—6m\*

### "Leonard's" Patent Double Plate Car Wheel.

THE form of this Wheel is such that the metal is not strained in casting, hence the manufacturer will warrant them in any service Car Wheels are submitted to.

Sold in any quantity, and shipped to any part of the country or Canadas, by the subscriber, Manufacturer and Patentee, sole Agent 53 Kilby St., Liberty Square, Boston. WM. S. SAMPSON.  
August 21, 1851.

### LOW MOOR AXLES.

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent- WM. BAILEY LANG, 9 Liberty Square, Boston.

### 500 Tons of Wire Wanted.

PROPOSALS ARE INVITED by the undersigned, on the part of the NIAGARA FALLS INTERNATIONAL BRIDGE COMPANIES, for the construction of the Wire Cables of the Railroad Suspension Bridge, of 800 feet span, to be erected over the Niagara river, below the Falls, for the delivery of ONE MILLION of POUNDS of IRON WIRE, or any portion of it, not less than 100,000 lbs., at the site of the bridge, on the following conditions:

1. The wire is to be of No. 10 size, so that 20 feet will weigh exactly one pound.
2. The skeins to weigh no less than 18 lbs. An offer for 30 to 40 lbs. will be greatly preferred.
3. The wire must be finished with a lime coat, smooth and even, both ends of the same thickness.
4. It must be finished in three holes, or nearly as hard as spring-wire.
5. The iron must have been manufactured of the best quality of charcoal blooms, which will make hard wire of great elasticity, strength, fibre and toughness.
6. The blooms must have been manufactured of cold-blast charcoal pig, and not of anthracite pig, nor of hot-blast pig.
7. Satisfactory evidence will be required before hand of the quality of the iron, of which the wire is to be drawn.
8. The wire must be drawn on blocks of no less than 2 feet diameter.
9. It must be put up in bundles of 200 lbs., as near as can be done, without small skeins.
10. The wire is to be delivered in five equal portions during the months of May, June, July, August and September of next year.
11. On delivery, the wire will be examined and tested in the following manner:—Of every 5 bundles or 1,000 lbs. one skein will be selected, and suspended between two posts 400 feet apart, the one end attached to a capstan, by which it will be gradually hauled on until it breaks. The condition now is, that this wire must not break with a greater deflection than 9 inches, which is equivalent to 1,300 lbs., or 90,000 per superficial inch of solid wire section. If it stands this test, then further examination of that one thousand pounds, in respect to other qualities, will be continued; but if not, it will be rejected and placed at the disposal of the contractor.
12. As regards toughness and fibre, each end of a skein will be tested by bending it square over the jaws of a large pair of new and sharp pliers, and bending it back again. The wire must stand this test without the least sign of failure. Its hardness and elasticity will at the same time be examined by bending and swinging, also by hammering, filing and notching the ends, which forms part of the operation of splicing.
13. Such lots as have stood the various tests satisfactorily, will then be accepted conditionally, and 80 per cent of its full value will then be paid to the contractor in bankable funds.
14. The 20 per cent will be reserved for four months longer. Should in that time, during the construction of the cables, any more defective skeins be discovered, such skeins will be rejected and placed at the contractor's disposal, either broken or whole, oiled or not oiled, in such condition as they happen to be during the progress of the work. The value of such wire, together with the labor expended upon it, will then be deducted out of the 20 per cent reserved.
15. The undersigned, as the Engineer of the

Bridge, will be the sole judge of the above tests; he will stand as an impartial umpire between the contractor and the Bridge Companies, and from his decision there shall be no appeal.

16. Proposals for imported wire will also be accepted. One-half or 500,000 lbs. will be used on the Canada side, and may be bonded, if imported by way of New York.

17. Proposals will be received until the 1st October next; they are to be directed to the undersigned at Niagara Falls, N. Y., and should be marked on the envelope, "Proposals for Bridge Wire."

18. Those contractors, whose proposals are accepted, will be informed of the fact by mail before or on the 10th October next.

JOHN A. ROEBLING,  
Eng. Niagara Falls R.R. Suspension Bridge.  
NIAGARA FALLS, N. Y., August 5th, 1852.

### Ohio and Pennsylvania R. R.

The only Western Railroad running out from Pittsburg.  
FREE FROM ALL THE DELAYS OF THE OHIO RIVER.

TO CLEVELAND, COLUMBUS, CINCINNATI, TOLEDO, DETROIT, CHICAGO, MILWAUKEE, &c.

Running in connection with the Cleveland and Pittsburg Railroad from Alliance to Cleveland.

RUNNING DIRECT FROM PITTSBURG TO CANTON, MASSILLON AND WOOSTER.

AND THROUGH IN A DAY TO MANSFIELD, BY STAGES FROM WOOSTER.

FIVE Trains start from Pittsburg daily, (Sundays excepted).

MAIL TRAIN  
Leaves Pittsburg at 8 30 a.m. Passengers dine at Alliance at 12 30 p.m., and reach Wooster at 5 p.m. — Fare to Wooster, \$3 75.

EXPRESS TRAIN  
For Cleveland leaves Pittsburg at 11 a.m. Passengers dine at Alliance at 2 30 p.m., and reach Cleveland at 5 40 p.m., in time for the evening boats on Lake Erie. This train stops at Rochester, New Brighton, Enon, Columbiana and Salem, and at no other station between Pittsburg and Alliance.

Through from Pittsburg to Cleveland, 140 miles, in about SIX AND A HALF HOURS. Fare \$1.—Passengers can take this train and be in Dunkirk the next morning, or Chicago in the evening of the next day.

The Mail Train coming eastward, leaves Wooster at 9 30 a.m., dines at Alliance at 12 30 p.m., connects there with the morning train which leaves Cleveland at 10 a.m., and reaches Pittsburg at 5 p.m., connecting with the evening train on the Pennsylvania Railroad for Philadelphia and Baltimore at 8 p.m., and also with the West Newton Steamboat route.

THE EXPRESS TRAIN.  
Returning leaves Alliance at 8 30 p.m., and reaches Pittsburg at 12 at night. By this train passengers come from Cincinnati to Pittsburg in one day of less than 18 hours, instead of several days by steamboats on the Ohio river. Fare from Cincinnati to Pittsburg \$10. Passengers leaving Cincinnati at 6 15 a.m., and Cleveland 5 40 p.m., reach Pittsburg the same evening.

Stage lines run in connection with the road from Enon to New Castle, Mercer and Erie; from Salem, on the plank road, to Warren, and from Wooster to Mansfield.

THE FREIGHT TRAIN.  
Leaves Pittsburg at 4 30 a.m., and freight is carried through in a day to Cleveland and to Wooster.

The New Brighton Accommodation Train leaves Pittsburg at 10 a.m. and 5 30 p.m., and New Brighton at 7 a.m. and 1 p.m., stopping at intermediate stations.

Excursion Tickets, good for two days, are sold between Pittsburg, Rochester and New Brighton.

Quarterly tickets are sold at low rates, and tickets by the package to some of the stations.

Excursion parties are accommodated at reasonable rates.

The trains do not run on Sunday. Omnibuses run in connection with the trains to and from the station on Federal street.

For tickets apply at the Federal Street Station of the Ohio and Pennsylvania Railroad, to

GEORGE PARKIN, Ticket Agent,  
or to J. MESKIMEN,  
Monongahela House, Pittsburg.  
Pittsburg, August 21, 1852.

### Notice to Contractors.



SEALED PROPOSALS will be received at the Engineer's Office of the Marietta and Cincinnati Railroad, at Point Harmar, up to the 8th of September, inclusive, for the Graduation, Masonry and Bridging of 70 miles of this road, extending from the East end of the present contract in Vinton county to Marietta. This work is well worthy the attention of Contractors. There will be about 2000 feet of Tunnelling, with several deep cuts and high embankments. The line will be ready for examination eight or ten days prior to the day of letting. Plans, profiles and specifications will be found at the Engineer's office in Athens and Harmar, and all necessary information given upon the line of the road by the Resident Engineers.

Separate proposals will be received for the Masonry and Superstructure of the Bridge across the Muskingum at Marietta—this will be about 600 feet long and be furnished with a draw of 50 feet span.

W. P. CUTLER, President.  
A. KENNEDY, Engineer.

Engineer's Office, M. & C. R. R.,  
Chillicothe, July 16, 1852.

### Railroad Contracts.



THE Mobile and Ohio Railroad Company hereby offer for contract the Graduation, Masonry and Bridging of 179 miles more of their road, extending from Section 64 of the last letting in Wayne Co. to the south line of Pontotoc Co., Miss.—the latter point being 267 miles from Mobile.

The line will be ready for inspection on and after the first of August next. Also, plans, profiles and specifications will be exhibited, proposals received under seal, and contracts made at the following times and places, to wit:

- August 15th—At Quitman, for line in Clarke County.  
" 25th—At Lauderdale Springs, for line in Lauderdale and Kemper Counties.  
September 5th—At Macon, for line in Noxubee County.  
" 15th—At Major Gilmore's, 16th section on "Robinson" Road, for line in Lowndes County.  
" 25th—At Doct. Gillespie's, on Aberdeen and Houston Road, for line in Monroe County.  
" 30th—At Okolona, for line in Chickasaw County.

From July 25th to August 10th, the profiles can be examined, and other information obtained, of C. B. Child, Esq., Resident Engineer, at Macon, Noxubee Co., Miss.

The grading upon 8 miles of this line is heavy and good car work. About 35 miles middling heavy, and the remaining 136 miles light.

The high and healthy country in which this line of work is situated, and the proposed letting of 250 miles more within twelve months, to complete the road to the Ohio and Tennessee rivers, for which subscriptions are now partly taken up, render this work worthy the attention of contractors both north and south.

JOHN CHILDE,  
Chief Engineer and General Agent.  
New York, June 14th, 1852.

### Cotton Steam Packing.

THIS Superior Packing is prepared by us expressly for Locomotive Engines. The advantages resulting from its use are—cheapness—greater safety, and economy of labor.

Orders addressed to us at 91 Wall st., New York, will have prompt attention.

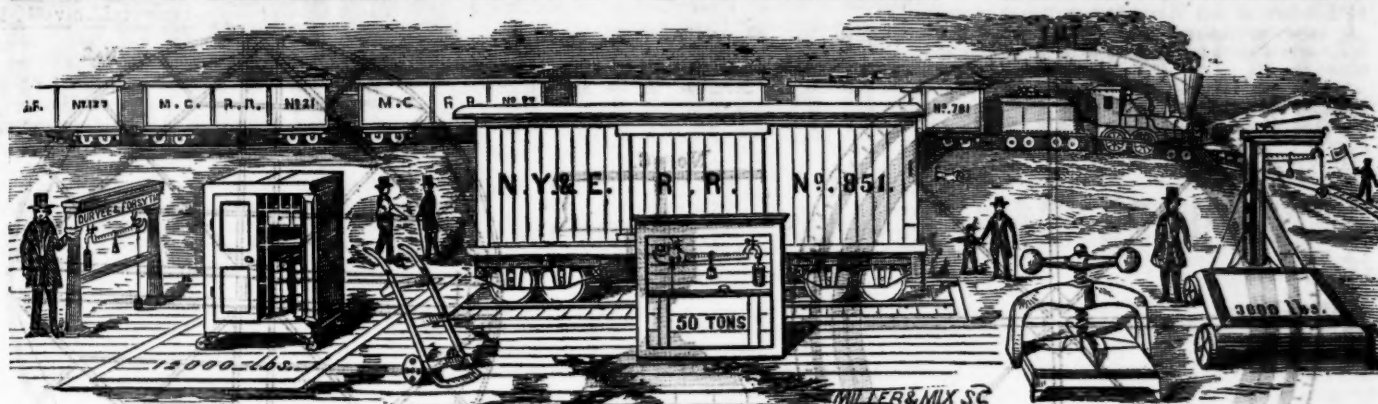
J. M. HALL & CO.  
P. S.—Waste for cleaning engines, in quantities as wanted.  
July 24, 6m\*

### Railroad Iron.

1,000 TONS, 56 lbs. per lineal yard, shipped, and to be shipped, from London in July and early in August, T pattern and of best quality. Apply to DAVIS, BROOKS & CO.,  
31st July. 1m



# ROCHESTER SCALE WORKS.



DEPOT SCALE, 6 TONS,  
AND FIRE KING SAFE.

TRACK SCALE,  
100,000 LBS.

RAILROAD  
MANIFEST PRESS.

IRON SCALE,  
1-2 TONS.

**DURYEE & FORSYTH, MANUFACTURERS, ROCHESTER, N. Y.**

THE Subscribers are prepared to furnish upon order, RAILROAD SCALES of superior quality at reduced rates; Warehouse Trucks; Manifest Presses and Books; also, COVERT'S FIRE KING SAFE.

It has been decided by Scientific Gentlemen, that our Scales are preferable to all others, from the fact of their being made stronger and more substantial, more material used in the construction of the Levers, which renders them much safer and more durable.

Our Motto is, to excel in the articles we manufacture; therefore the best materials are used. The best model and plans are adopted, to make them the most desirable for the market.

We wish it distinctly understood, that we use the best CAST STEEL in the bearing edges of our Scales, although it has been otherwise reported by Messrs. Fairbanks' Agents. We are ready at all times to test the merits of our Scales with any honorable competitor.

A large majority of the Track, Depot and Portable Scales in use by the New York and Erie Railroad Co. were furnished by us. Also, the Michigan Central Railroad is furnished exclusively with our Scales.

The facilities that we have for manufacturing with new and improved machinery, and the central position we occupy for shipping to the different markets, enables us to reduce the price of our Scales 10 to 15 per cent from former prices.

Our Mr Duryee has had over twenty-one years practical experience in manufacturing. The work being under his charge furnishes a sure guaranty of the superiority of our wares. All orders will receive prompt attention. **DURYEE & FORSYTH.**

## GENERAL DEPOTS:

Wm. T. Pinkney, Jr., Agent, 166 Pearl st., N.Y.  
Raymond, Ward & Co., " Chicago, Ill.  
Crawford & Reynolds, " Cleveland, Ohio.  
Joseph E. Elder, " St. Louis, Mo.  
Byram, Milner & Shreve, " Louisville, Ky.

The following Railroads have been furnished with our Scales and Wares, exclusively or nearly so:

New York and Erie, Cleveland and Columbus,  
New York and Harlem, Michigan Central,  
New York and N. Haven, Mad River and Lake Erie,  
Sandusky, Mansfield and Paterson and Hudson R.,  
Newark, Cincinnati, Hamilton and  
Indianapolis and Bellefontaine,  
Syracuse and Utica, Dayton,  
Columbus and Xenia, Buffalo and Rochester,  
Lexington and Frankfort, Rochester and Syracuse,  
Hillsboro' and Cincinnati, Louisville and Frankfort,  
Greenville and Miami, Chicago and Galena,  
Cayuga and Susquehanna, Dayton and Western,  
Rome and Watertown, Central Ohio,  
Rutland and Washington, Chemung,  
Erie and State Line, Illinois Coal Company,  
Rochester, Lockport and Buffalo and State Line,  
Niagara Falls, Cleveland and Pittsburgh,  
The Hon. Canal Commissioners, and Engineers of Michigan Southern,  
the Erie Canal Enlargement. American Express Co.,

Michigan Central R. R. Office,  
Detroit, May 10th, 1852.

Messrs. DURYEE & FORSYTH,  
Rochester, N. Y.,

Gentlemen: We have in use upon our road nearly one hundred of your Scales, comprising most of the

sizes ordinarily in use upon railroads, many of which have been in service four or five years.

They have kept in adjustment well, retain their sensitiveness, and we regard them as strong, accurate, reliable, and in every respect satisfactory.

Respectfully yours,

J. W. BROOKS, Supt.

New York and Erie Railroad,  
Supt's Department Gen'l Freight Office,  
New York, June 21st, 1852.

To Messrs. DURYEE & FORSYTH,

Rochester,

Gents: This company have had in use on their road for three years past about fifty of your Railroad Track, Depot and Portable Scales. It affords me much pleasure to assure you that I consider them fully equal to any scale in use on the road, in point of strength, durability, accuracy and finish.

I am very respectfully, your ob't serv't,  
SAM. BROWN, Gen'l Freight Ag't.

The following Report was made by the Hon. Canal Commissioners of the Erie Canal Enlargement, to the Legislature of the State of New York, Feb. 3d, 1852.

## WEIGH LOCK SCALE.

It is but justice to say that the new Weigh Lock at Rochester abundantly sustains the reputation claimed for it by its worthy and scientific builders.

Messrs. Duryee & Forsyth have constructed for this lock, scales of superior power, and may well challenge comparison with any similar work in or out of the State. The mode of adjustment is so easy and simple, that great certainty is secured in determining large or small weights.

Report on Duryee & Forsyth's Weigh Lock Scale, by the Committee of the State Agricultural Society.

The Committee appointed to examine the Weigh Lock Scale in the City of Rochester, manufactured by Messrs. DURYEE & FORSYTH, of said city, have performed the duty assigned them, and report that they regard it as an admirable piece of mechanism, which reflects great credit on the builders. Length of Scale, 80 feet; width, 20 ft.; height, 32 ft.; weight of scale, 75 tons; capacity of weighing 400 tons.

Considering the weight and strength of the materials used, the delicacy and accuracy of this apparatus for weighing loaded canal boats of the largest class, this scale excites universal admiration. One of the committee tested it when under the pressure of a weight of 219 tons 900 lbs., and it clearly indicated a small additional weight within five pounds.

Any description of this Scale would hardly be intelligible without drawings, which the committee have not at command. It has no equal known to the committee. They recommend that a GOLD MEDAL be awarded to DURYEE & FORSYTH, for the manufacture of an article so important to the protection of the revenue of the Erie canal, and to the accurate weighing of an incalculable amount of private property.

C. DEWEY,  
DANIEL LEE.

Rochester Sept. 20th, 1851.

We have received the Society's FIRST PREMIUMS, DIPLOMAS and SILVER MEDALS, annually, since 1848, for the best Scales and exhibition. We have also received the DIPLOMAS and

SILVER MEDAL of the American Institute, New York, and DIPLOMA of the Mechanics' Fair in Boston. Also, the HIGHEST PREMIUMS IN MONEY and DIPLOMAS of the Provincial Fairs, Canada, and State Fairs in Ohio and Michigan.

**\$200,000** SEVEN PER CENT.  
CONVERTIBLE BONDS OF  
the NEW-CASTLE and RICHMOND RAILROAD.—The undersigned offer for sale TWO HUNDRED SEVEN PER CENT CONVERTIBLE BONDS for \$1,000 each, of the NEW-CASTLE and RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum of New York, Trustees of the road from Richmond in Wayne County, to New-Castle in Henry County, including the superstructure, iron rails, depots, tolls, privileges and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is \$509,400. The stock applicable to the construction of the road from Richmond to New Castle is \$250,900.

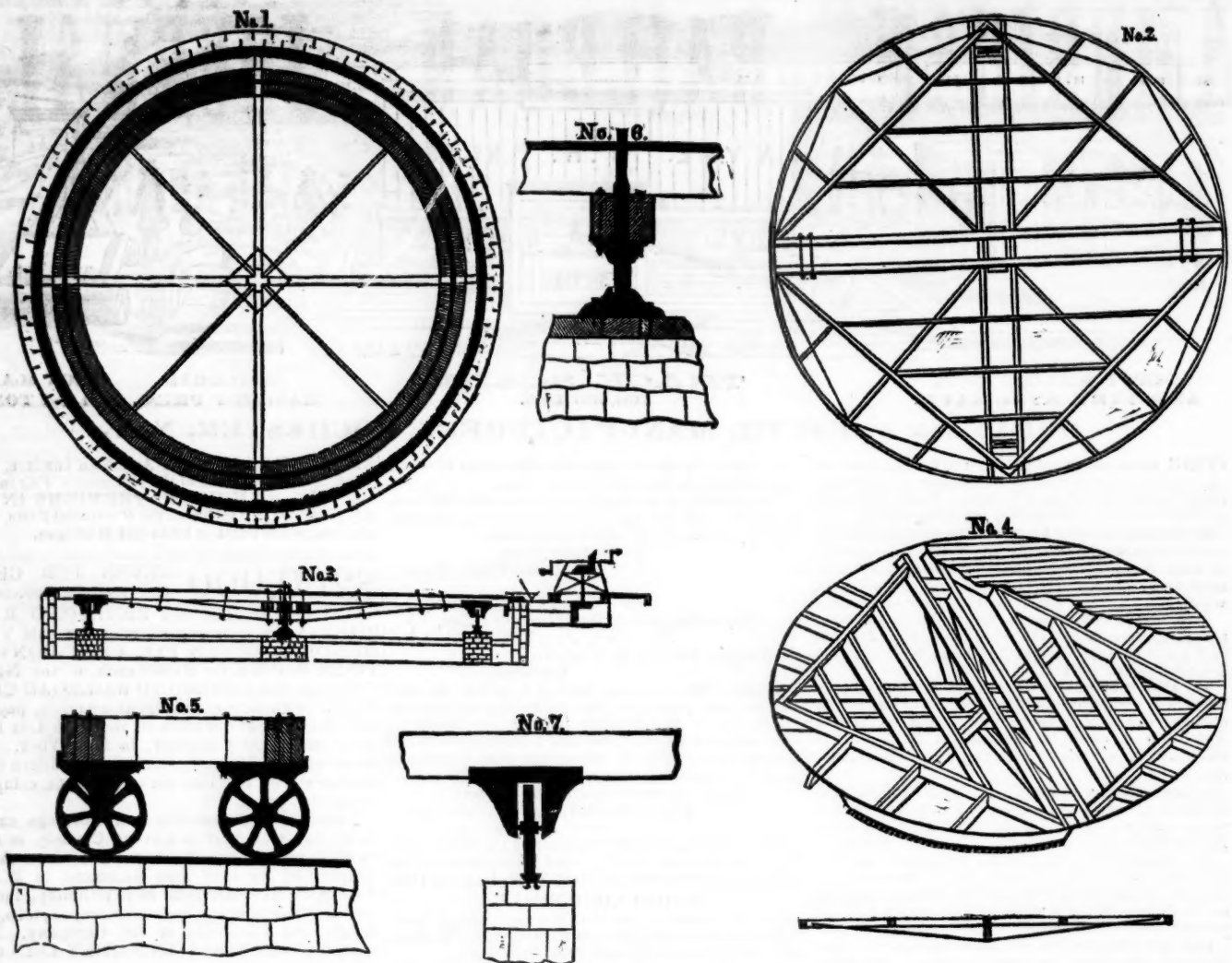
This railroad passes through the most fertile, populous and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

The local business alone would be sufficient to make the road profitable. The counties of Indiana through which it runs produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road, from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton and Richmond.

The holders of the bonds will have for their security the obligations of the company, with subscriptions of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New Castle, with the iron rails, superstructure, tolls and franchises of the company; CARPENTER & VERMILY, 44 Wall-st.  
CAMMANN WHITEHOUSE & Co., 56 Wall-st.

## CARHART'S IMPROVED TURNTABLE.



THE Patentee of the improved Turntable solicits an examination of its merits by Railroad Companies. It has been in use on the Hudson River Railroad during the last three years, since which, some improvements have been made upon it. The Patentee is now putting down the fifth table on the Ohio and Pennsylvania Railroad, where these tables have been in use for one year past. The chief merits of this Turntable are that it is capable of being turned by two men, with an engine and tender upon it, weighing thirty-five tons, in the space of two minutes. Its cost, including all material, the best kind of workmanship in wood, iron and ma-

sonry—except excavating the pit and laying the track—is only *thirteen hundred dollars*, and all repairs, except the ordinary wear and tear, will be guaranteed for the sum of five dollars a year, for three years.

Figure 1 of the above cut represents the foundation, consisting of the bank and track walls; centre pier, cross-timber for bolting the step of pivot to the track, which is spiked and leaded into the coping of the wall, the latter being composed of stone  $2\frac{1}{2}$  feet square. The Bank wall is 5 feet high and 20 inches thick, with cut and hammered dressed stone coping laid in lime and sand. Fig. 2 shows the

carcass framing. Fig. 3 gives a side view of one main truss, with the mode of gearing, including rack and pinion. Fig. 4 gives a perspective view of rim and segments. Fig. 5 an end view of the main trucks with pedestals and wheels. Fig. 6 screw for pivot, 6 inches in diameter, running to the top of the table, with the lever for adjustment. Fig. 7 shows the cross section of the track wall, wheel and pedestal.

For further particulars please address the subscriber through WM. W. PRATT, Jersey City, N. J.

June 19th.

D. H. CARHART.

## New York and Canada.

The attention of Merchants, Traders and travellers, is directed to the facilities now afforded for the conveyance of freight and passengers direct from this city to Montreal.

The Champlain and St. Lawrence Railroad Company having opened their road from Rouse's Point to South Montreal, the only link before wanting to connect New York with Montreal by a continuous railroad, has been supplied.

Passengers leaving New York in the morning, sleep comfortably on the way, and arrive at Montreal at half-past four the following afternoon, reducing the travelling time to little more than twenty hours. Freight is carried with the greatest care and dispatch, at greatly reduced rates.

After the opening of navigation, passengers will be conveyed from one city to the other by day light.

New York, Feb. 13, 1862.

## CORROSIVE SUBLIMATE.

THIS article now extensively used for the preservation of timber, is manufactured and for sale by POWERS & WEIGHTMAN, manufacturing Chemists, Philadelphia.

Jan. 20, 1849.

To Telegraph Companies.  
TELEGRAPH WIRE.

ORDERS taken for all numbers of best quality of English Telegraph Wire. Samples at the office of the Subscribers. JEE, CARMER & CO., 6m\*14 75 Broad st., New York.

## Spikes, Spikes, Spikes.

ANY person wishing a simple and effective Spike Machine, or a number of them, may be supplied by addressing J. W. FLACK, Troy, N. Y. or, MOORE HARDAWAY, Richmond, Va. March 6, 1860.

Dudley B. Fuller & Co.,  
IRON COMMISSION MERCHANTS,  
No. 139 GREENWICH STREET,  
NEW YORK.

Smith & Tyson,  
IRON COMMISSION MERCHANTS,  
BALTIMORE.

REFINED Juniata Charcoal Billet Iron for Wire. Do. for Bridging, of great strength. Flat Rock, Boiler and Flue Iron, rolled to pattern. Elba, Wheel Iron of great strength and superior chiling properties. Elba Forge Iron, American Shot Iron, Cut Nails, Spikes and Brads, Nail and Spike rods, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

M. B. Hewson, Civil Engineer,  
(Open to a New Engagement,)  
Memphis, Tenn.